

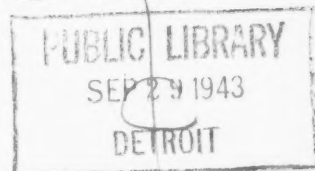
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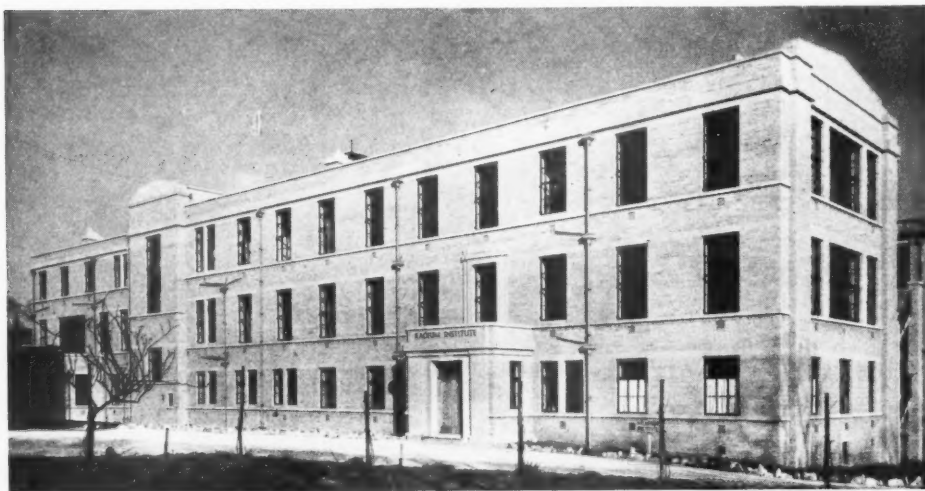
AUGUST 1943

JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS



LONDON
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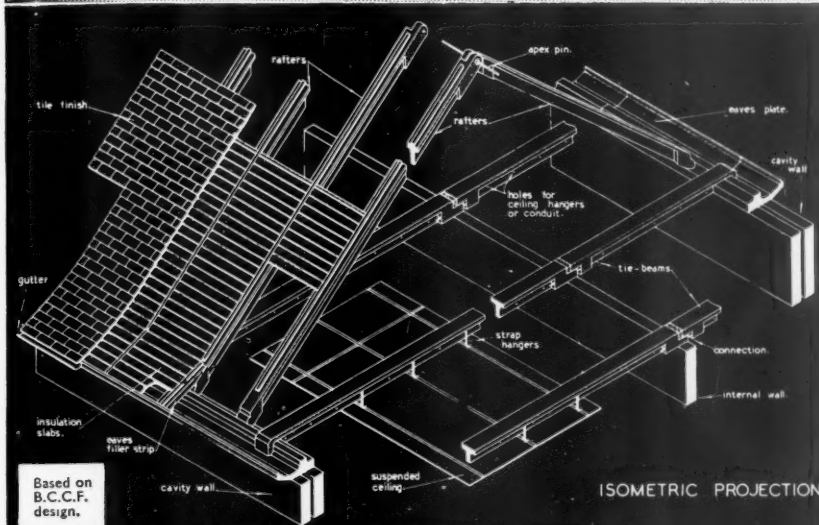
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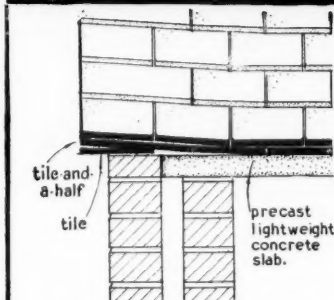
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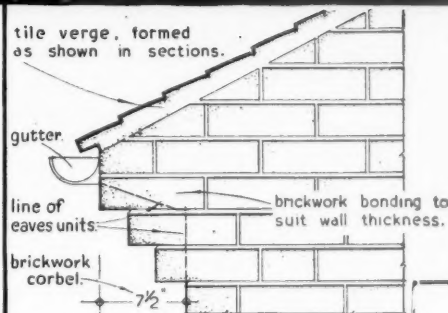
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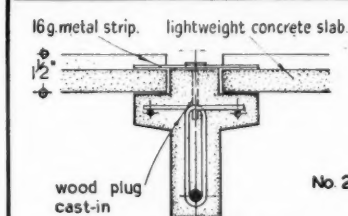
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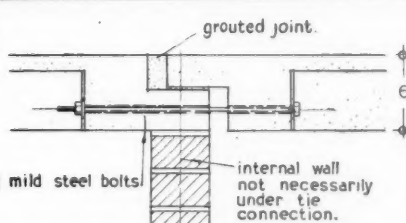
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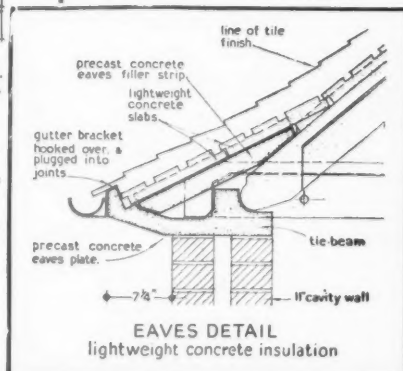
BRICKWORK CORBEL. at gable end.




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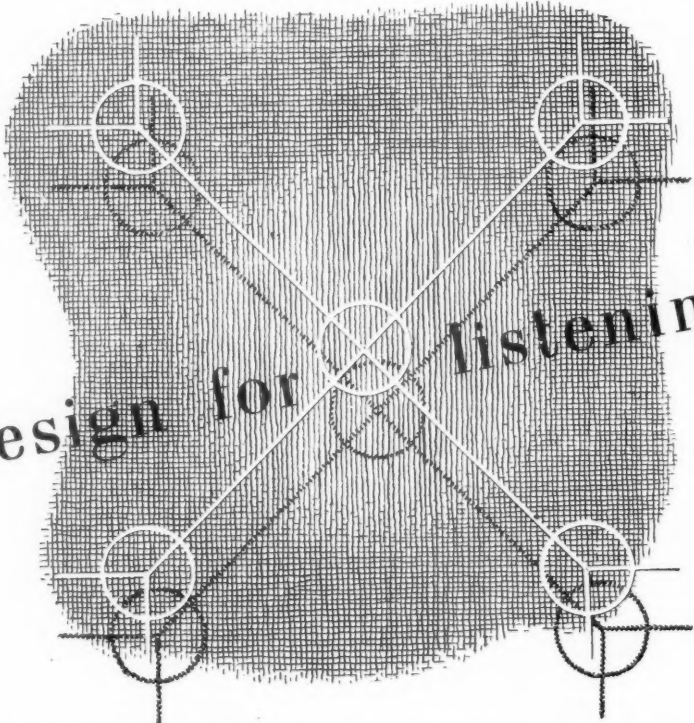
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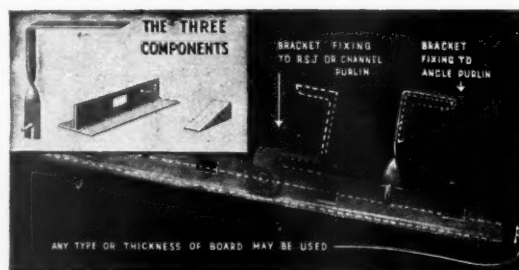
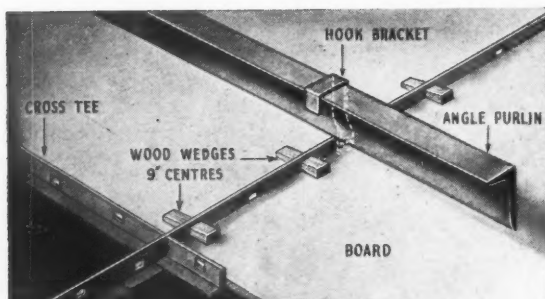
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Escalator Tunnel at St. John's Wood Underground Station. Architect : S. A. Heaps.



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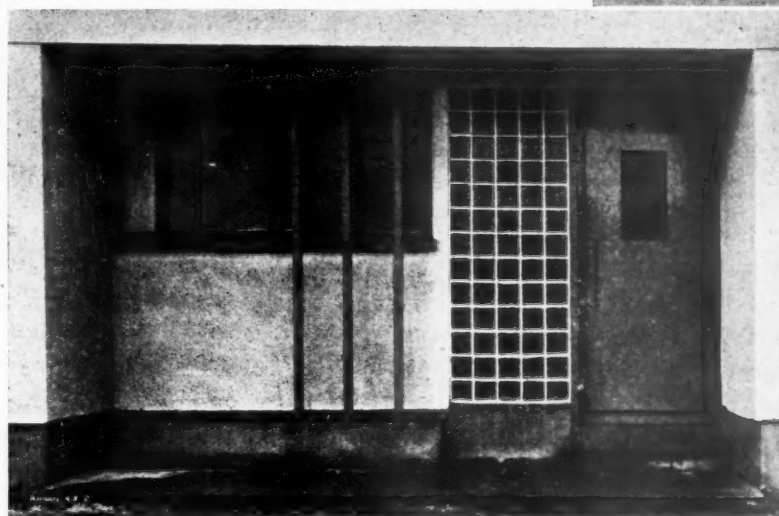
High resistance to fire and blast.

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Glass bricks used in the porch of a new house in Herefordshire. (This photograph is reproduced by the courtesy of Mr. G. A. Jellicoe, F.R.I.B.A.)



Glass Bricks used in the doorway of a new house near Kilmarnock. (This photograph is reproduced by the courtesy of Gyproc Products Limited.)

This is published by Pilkington Brothers Limited, of St. Helens, Lancashire, whose Technical Department is always available for consultation regarding the properties and uses of glass in architecture.

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is due to the floor**

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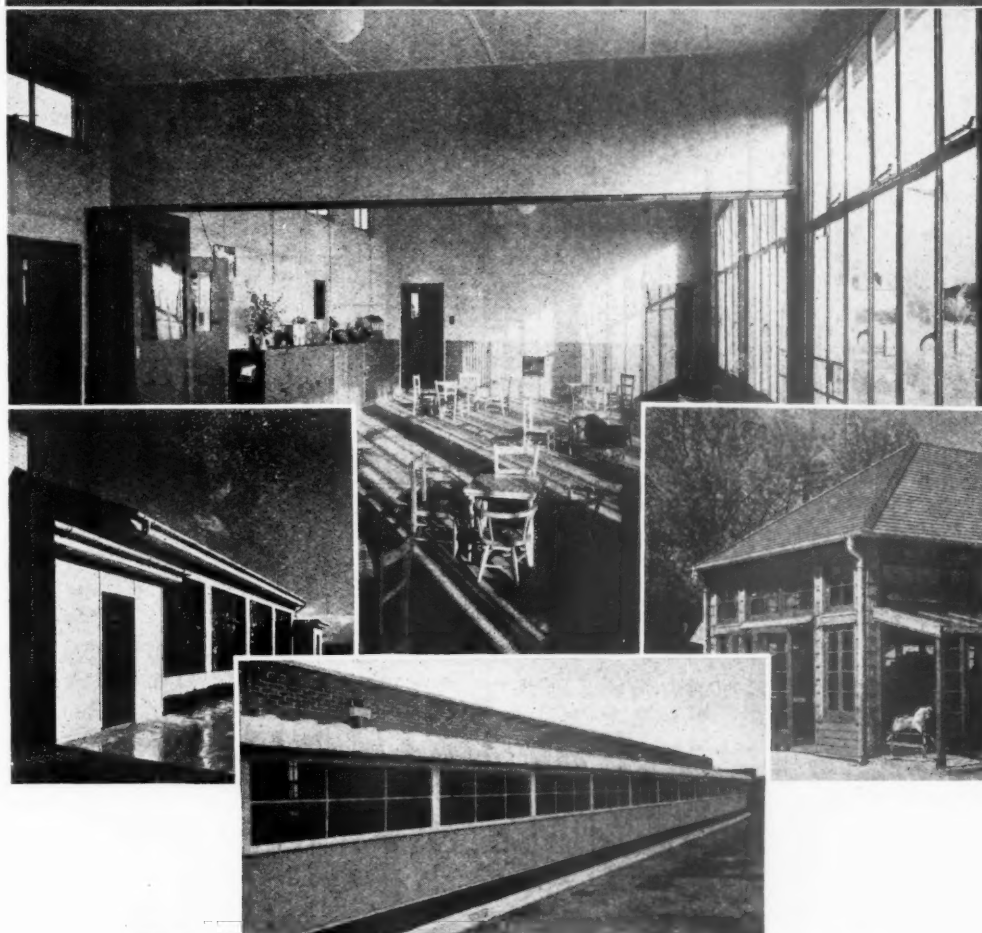
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PAINT PROGRESS *through the Ages* (3)



FOUR centuries ago the house shown in the inset undoubtedly included every "modern convenience." It was certainly substantially built and would have been decorated with all the skill and care of those unhurried days. But, though we can admire and revere these links with a bygone age, we do not envy the living conditions that were "modern" then. Today our idea of living comfortably is typified by the block of Luxury Flats. What an achievement of orderly planning! Every convenience

to hand; regulated heat, light and ventilation; well-arranged layout, and all the amenities of an individual home with the added advantages of hotel service. Decoration has progressed also, producing effects far beyond the imagination of the craftsman of Tudor days. This has been made possible by the advance in Painting technique. The Paint Industry is one of the oldest in the world but it has always kept pace with the times, and in the forefront has always been the "House of Pinchin Johnson."

Pinchin Johnson

Makers of Fine Paints, Enamels, Varnishes, etc. since 1834

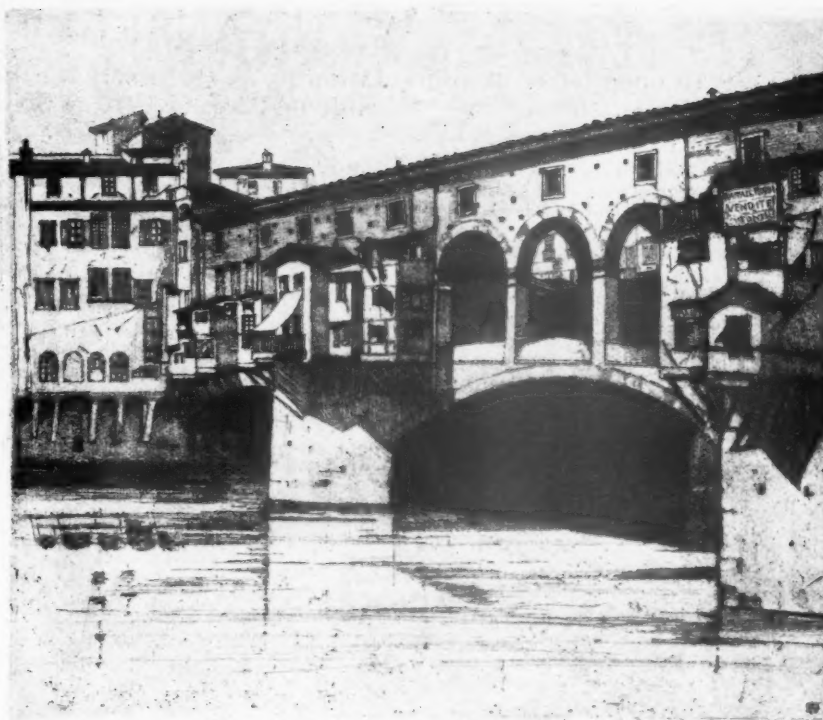
WITLEY COURT, WITLEY, SURREY

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JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

Vol. 50 3rd Series
No. 10 AUGUST 1943



Ponte Vecchio, Florence
An etching by Mr. W. H. Ansell [P-P.]

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Journal

THE COUNTY OF LONDON PLAN, 1943

We publish in this number of the JOURNAL a critical but appreciative review of the County of London plan by Mr. W. R. Davidge [F.], whose previous papers to the R.I.B.A. on the history of London planning* have made him in a sense the R.I.B.A.'s own London chronicler, and qualified him particularly for the task of recording this further stage.

Every architect should possess a copy of this monumental report and plan. It sets out the multifarious matters which must be considered and brought into right relations in the replanning of a great city. It will have its applications and suggestions for every town, large or small.

* The development of London and the London Building Acts, R.I.B.A.J. 1914, p. 333.

The planning of London past and present. R.I.B.A.J. 1934, p. 429.

There are at least three ways of studying this report. The illustrations, coloured plates and air photographs with their clear-cut captions will readily convey the gist of the main proposals. The preamble alone is also an excellent summary of what is involved in the general recommendations of the plan. For more detailed study the 14 chapters and 4 appendices deal, subject by subject, with the major questions which have to be solved. Not all of them can be given a decisive answer until at least the main lines of a national plan and a national policy are laid down.

The authors of the report acknowledge the very valuable pioneer work undertaken by Mr. F. R. Hiorns [F.], formerly architect to the Council and a member of the R.I.B.A. Reconstruction Committee, under whom the plan was first inaugurated. They also pay a well deserved tribute to another member of the Institute whose recent loss we all deplore. Wesley Dougill, M.A. [A.], had charge of much of the research work and his personal contribution to the plan is a large and important one.

W. H. ANSELL

An open letter of appreciation to W. H. Ansell, on the conclusion of his three years' Presidency, 2 July 1940 to 30 June 1943

To W. H. ANSELL

To mark the end of your term of office as President by writing what might appear to some to be a form of "Obituary" presents a task which is as unkind and unfair to the writer as it is to yourself.

Many of us have already done our best to try to express to you, both in Council and elsewhere, some of our very deep and very real appreciation of, and gratitude for, all that your years of office have meant to this Institute and to Architecture. You have known, from the number of such speakers, from the wide divergence of their individual characters and walks in life, and from the fact that all undoubtedly spoke their feelings from the depths of sincerity, something of what is in all our minds. These spoken words are for the most part unrecorded, and I now attempt to record in the wider circulation of this Journal some part of the debt that Architecture and the Profession as a whole, in addition to the R.I.B.A., owe to your many years of devotion.

Your work of these last three years as President is known to most of us. It is not merely the embodiment of, but rather has been the soul of, all the published and recorded work of this Institute in a period of difficulty and uncertainty that might have appalled, either at the outset, or during the course of it, any heart less courageous and less sure in intention than your own.

Space does not allow more than the headings of the major of these works, such as:

That careful and detailed scheme for the organised use of the whole profession in war-time, which could never be brought into effect.

The Reconstruction Committee and the vast amount that this encompassed and entailed; its own Reports; and those on the Scott, Uthwatt, and Barlow Committees; the Exhibitions at the National Gallery and throughout the country.

The constant and innumerable conferences, discussions, and consultations with Ministers, Government Departments and Professional Bodies, and almost every other imaginable kind of meeting.

Of all these, the most vital of import is the Ministry of Works Advisory Council where the power of your personality is a benefit to the whole profession. All are grateful that you are remaining on this body.

Great works such as these are outstanding and fresh in all our minds, but it is only those who have worked under you in the War Executive, the Policy Committee, and the other special committees, who appreciate the immense amount that you yourself have contributed not only to these but to all the other activities of the R.I.B.A.

We may be inclined to forget the early days, the committees, meetings, and publications on A.R.P. and War Damage.

The personal interviews with the Commissioners then and later. All the work done in securing commissions in the R.E. for Architects and their transfer to this branch of the Services.

The Special Committee on Architectural Education with all its implications.

The Government Committees on Post-War Building sponsored and convened by the R.I.B.A.

The close and constant contact and liaison with the Building Industries National Council.

The personal advice to Government Departments which has been frequently sought by them.

The close contact with the Allied Societies throughout the country.

The fact that all this ramification of work was carried out with a greatly reduced permanent staff and, therefore, was a greater burden on the Honorary Officers, especially with the difficulties of war-time travel and the interruptions of air raids.

The masterly papers, lectures and speeches, such as that to the Royal Society of Arts and other bodies.

The Presidency of the Architects' Benevolent Society, which to you was no titular sinecure.

Among all these you found time to be, if not the Father of, at least a combination of Godfather and Fairy Godmother to the National Buildings Record.

To all these you gave—in the interests of Architecture—yourself, your whole self, the whole of your strength of character and determination. This wholehearted devotion has meant giving up not only your practice but even your leisure, and also, I fear, the etchings and pencil sketches which were its occupation. This devotion is but the climax of a long record of time and thought gladly given to the R.I.B.A.

Your first membership of Council was in 1928, during your year of Presidency of the Architectural Association, a year of office which is memorable to many.

Since your return to the Council in 1931, after a short rest, the profession's appreciation of you has never allowed you to leave it.

Vice-President in 1933, you took over from H. M. Fletcher the duties of Honorary Secretary during Goodhart-Rendell's Presidency. You succeeded our friend Stanley Hall as President after he had given his life in that office.

The list of committees on which you have served is formidable. The first of these, and that to which your attachment has been longest, is the Literature Standing Committee, which you joined in 1921 and only gave up when Chairmanship of the Board of Architectural Education in 1931 took first call on your time. I know from your own lips how compelling an interest was the Board, and its work for the whole status of the profession.

Some of the other committees who remember you with gratitude are the Finance and House Committee, 1931-43; the Sessional Papers Committee; the Competitions Committee; the Constitutional Committee; the Co-ordination Committee; and many others.

It is to my own loss that I have not known you personally until these later years. I am a person too self-centred in myself and my own occupations; so that I do not willingly give time to others. But I thank my good fortune for that holiday cruise in the Mediterranean, on the eve of war, when I first had the opportunity of knowing you. It was to me the beginning of admiration and friendship. Your work, both as an Etcher and an Architect, I was acquainted with before. I have always regretted that your modesty allowed so little of it to be published for all the world to see and profit—as they surely would—by the spirit of thoughtful, studied, and scholarly approach to the subject; in which the reasoning is so clean and clear that the solution has a masterly directness, simplicity, and balance.

There are many examples that I could quote, but if you knew I was going to do so you would certainly ask me not to!

But if you allow me one example I would select the published drawings of Little Paddock Seal as a type not only of what I have said; but also as a model of the planning of house, site, and garden together in every minutest detail; and also of their presentation in Architectural drawing.

As I said at the beginning—this, Thank God, is no obituary. You are with us, and I look forward to many happy years. The Institute and the Profession know that you have not ceased to work for them. That, if anything, you will be able to work the harder, and more effectively, for being less fettered by Presidential ties. We all know how you have earned some relaxation from these cares. On my part, however, there is one selfish regret, which is—that your departure will mean far fewer of those personal contacts which have, in the past three years, meant so much to

Your Hon. Secretary,

MICHAEL WATERHOUSE.

THE TECHNIQUE of HYGIENE and SANITATION

By F. L. BARROW, M.Sc., Assoc.M.Inst.C.E., M.I.Struct.E., M.R.San.I., of
the Building Research Station, Department of Scientific and Industrial Research

A lecture given at the R.I.B.A. on 8 May in the second series of lectures organised by the R.I.B.A. Architectural Science Board

My task is to try to show you some of the ways in which the essential requirements for sanitary conditions in buildings are satisfied in practice.

The following are some of the problems we have to consider :—

- (1) Pollution of water supply in the building system.
- (2) Escape of foul air into the building.
- (3) Plumbing noises.
- (4) The correct height for plumbing appliances.
- (5) Infestation by vermin.

The best thing I can do, I think, is to take each of these subjects in turn and attempt to show, firstly, how trouble may arise, and, secondly, what we can do to prevent it. The time at my disposal is rather short so I hope you will excuse me if I concentrate on what I feel to be the more important applications for our present purpose.

1. Pollution of Water Supply in the Building System

Water may become polluted :—

- (a) between the water authority's main and the building ;
 - (b) in the storage cistern, or cisterns, within the building ;
 - (c) in the internal piping system.
- (a) Possibly the chief danger as regards the underground pipes is a simultaneous leakage of water supply pipes and sewage drains, causing infiltration of polluted water into the drinking water supply. This may be met by keeping the two systems as remote from one another as possible and preventing leakage in pipes and joints.

As regards leakage, the buried water pipes may become corroded either from inside or outside and we need to keep our eye on this when specifying materials for water supply. They may also be burst by frost, so we usually bury them about 2 ft. 6 in. below ground level. Special care is needed to ensure permanent water-tightness of stoneware drain pipes. The usual spigot and socket connection, with yarn and cement, makes a satisfactory joint but trouble can arise through settlement of the ground and consequent breaking of joints. A proper concrete base is the usual specification. Careful supervision is required over the filling in of trenches so that heavy pieces of filling material are not thrown into the trench in such a way as to fracture the piping.

(b) Inside the building, the cold water storage cistern calls for attention to prevent pollution. I need not go into the question of whether these cisterns should or should not be provided in buildings, except to say that in many districts they are not only desirable but essential to give the consumer what he wants, i.e., an adequate and uninterrupted supply. It should be specified that the cistern has a well-fitting cover to keep out dust, flies, insects, rats, mice and other vermin. It is not practicable to make this cover airtight because this would prevent free flow—a well-fitting cover lapping over the sides of the cistern is sufficient.

Another point is that the inlet and outlet should be on opposite sides of the cistern to secure a continual change of the water. This is usually done, but it is worth noting that when for some reason additional water storage is required and a second cistern is fitted in series with the first, the same principle of ensuring cross flow should be observed.

(c) Pollution of water within the supply piping system may occur :—

- (i) by action of the piping material on the water ;
 - (ii) by back-siphonage of polluted water from the appliances.
- (i) It is well known that certain waters are plumbo-solvent, i.e. they dissolve lead, and that lead is a cumulative poison. Remedies have been to line lead pipes with tin and (with the reduction in price of copper in recent years) to use copper pipes in place of lead for plumbo-solvent waters.
- (ii) Back-siphonage of water from the appliances into the water supply is a possibility which may seem at first sight somewhat fantastic. But it is regarded quite seriously abroad, though less so in this country,

It requires the coincidence of a number of things :—

- (a) The appliance (say washbasin or bath) has to be filled to a point where the tap outlets are submerged (or nearly so) ;
- (b) the water in the appliance must be sufficiently polluted to be dangerous for drinking ;
- (c) the supply at the tap must fail and pressure below atmospheric must develop in the pipe leading to the tap ;
- (d) the tap must be open or defective so that water can pass through it backwards.

It may be thought that the coincidence of these various conditions is so rare as not to be worth considering, but they are not exactly independent. When a bath or washbasin waste pipe becomes blocked, say through frost, the overflow does not operate if a combined waste and overflow is being used; therefore, the appliance could conceivably become filled to the top edge.

In the emergency of frost stoppage taps which fail to supply water may at some stage be left open. The occupier may close the stopcocks controlling the water coming into the house and the flow from the cistern. If, after that, someone in the house draws water from the lower level, say at a kitchen sink, pressures below atmosphere can be produced in the internal supply piping. (Other circumstances such as leakage at a lower level can also produce this reduced pressure.)

One may, therefore, imagine that in very occasional circumstances polluted water may enter supply pipes by back-siphonage. It is very simple to safeguard against this possibility. It can be done by requiring that taps should be so fitted that their outlets are not only above the overflow level but actually above the top edge of the appliance. American codes specify 1 in. clearance.

2. Escape of Foul Air into the Building

The next problem is the possibility of the escape of foul air into buildings.

Possible ways in which foul air may enter are :—

- (a) From the top of vent stacks ;
 - (b) through corroded pipes within the building ;
 - (c) through defective joints in pipes ;
 - (d) through the traps below appliances becoming unsealed ;
 - (e) from waste matter collecting on the appliance or in the piping leading to the trap, or in the water seal itself.
- (a) It is obvious that the top of a vent stack must be located clear of windows and other possible openings into the building ; 2 ft. above any such opening is a common specification.
- (b) For safety against corrosion of pipes we rely largely upon materials which are known to stand up against the complex and quite severe corrosion effects of the various kinds of wastes which come from plumbing appliances, gases from drains and the action of the weather. Plumbing pipes are expected to remain intact for long periods. Lead, copper and coated cast iron are com-

Mr. Barrow's paper was preceded, at the A.S.B. Meeting, by a paper by Dr. Charles White, O.B.E., M.D., Ph.D., etc., M.O.H. to the City of London, analysing the requirements that Hygiene and Sanitation must fulfil. Dr. White's paper has been summarised in the *Architects' Journal*, 1943, 22 July, p. 63. A typescript copy can be seen at the R.I.B.A.

monly specified. Galvanised mild steel is cheap and can be welded in large units, but it has yet to be shown exactly how durable this material is for various plumbing disposal purposes. Clayware and glass pipes are very durable but there are obvious difficulties in using them in normal plumbing practice. They have their special uses. Asbestos cement has been accepted in many districts for discharges from closets, etc., but not so far, I believe, for hot water wastes. New materials are aluminium alloys and plastics, and we must await experiments and practical trials on these before stating an opinion.


(c) The acceptance of a piping material for plumbing disposal purposes is rather wrapped up in the methods of jointing. Welding is clearly a good method of connecting pipes together and this can be applied, for example, to copper, lead and steel. Soldered joints are used for lead and copper. Screwing suits copper and steel but here one must watch against the possibility of slight projections inside the pipes (due to exposed threads) causing blockages to build up in the course of time. The same applies to flanged pipes bolted together with a gasket between. When pipes carry a protective coating one must consider that screwing (also of course welding) may remove the coating and may thus give rise to local corrosion.

The usual method of connecting cast iron pipes is by a spigot and socket joint filled with lead. Sometimes cement is used. When properly done this kind of joint has stood the test of time. Temperature changes, and (in the case of cement) moisture changes, tend to introduce stresses which may lead to fine cracks in filled joints, and liquids can be drawn through such cracks by capillarity. But in practice the well-made molten lead joint, poured on to a gasket already rammed to the bottom of the annular space and then caulked, seems to be a very satisfactory job, particularly when a mechanical key is produced by the use of a bead on the end of the spigot and a recess on the inside of the outer end of the socket (see British Standard Specification No. 416—1935). It must be said, however, that some good opinions of the caulked joint which one hears are largely based on experience of pipe jointing on the exterior of buildings where very slight capillary cracks would not matter.

In general, one is tempted to rely only on completely safe joints inside a building and to keep the others outside. It is for this reason that the general practice in this country has been to get the disposal piping outside the building as soon as possible. There are arguments in favour of internal piping, *e.g.*, appearance, economy and freedom from frost trouble, and I feel myself that internal piping should for these reasons be given serious consideration; but full precautions must be taken to ensure permanently airtight pipes and joints.

(d) Every plumbing appliance has a water seal, acting as a one-way valve to allow the passage outwards of waste and waste water and preventing the return of drain air (or air in contact with waste matter adhering to the interior surfaces of the pipes beyond the trap). It is obvious that the water seal must be maintained under all circumstances.

Trap seals can be lost by "self siphonage" or by siphonage of a trap due to the discharge of other appliances connected to the same piping assembly (such as in the one-pipe system where closets, baths, washbasins, sinks, etc., all discharge into a common stack). They can also be lost by evaporation.

Self siphonage is quite simply explained. If a narrow tube is formed thus , and filled with water and then held with both ends open, the water will run out, leaving the U empty. In plumbing systems the same thing would occur under every washbasin, bath and sink if the piping were full of water at the end of its discharge and if the branch pipe dipped below the trap when it entered the open air or a stack.

Solutions lie in laying branch piping so that the outlet of the branch does not fall below the bottom of the trap (with a margin to allow for the head due to the velocity of discharge) and also, or alternatively, in making the pipes large enough so that they cannot become completely filled with water at the moment the

appliance finally empties. In the case of sinks and baths there is what is called a "trailing" discharge, *i.e.*, the final flow is very gradual, and under such conditions one can expect the water seal to be left intact. Washbasins are not in quite so favourable a case because they are more cone-shaped at the bottom.

Siphonage of a trap by the discharge from other appliances is rather a different matter. The chief effect here is that a reduced pressure is produced in the branch pipe beyond the water seal by the passage of a "plug" of water past the point where the branch makes connection with the common stack. (We may also get a pressure above atmospheric which tends to "blow" trap seals and even force the discharge from one appliance through the trap of another, but we are not concerned with this problem at the moment). The effect is increased if the discharge is from a closet and contains not only water but paper.

What I have been saying here refers particularly to the one-pipe system, in which a stack is shared by waste appliances (*e.g.*, bath, washbasin and sink) and soil appliances (*e.g.*, closets). In a simple two-pipe system, where each waste commonly discharges to a gulley which again is trapped, the same conditions do not apply. One may ask why we consider the one-pipe system at all with its siphonage possibilities, but it has certain advantages in general cleanliness and (in some cases) economy. I am afraid that time does not allow me to digress into a proper comparison between one- and two-pipe plumbing systems.

One safeguard which is employed against the kind of siphonage we are now discussing is to make the stack sufficiently large to prevent plugs forming. When this is not effective or where it would be disadvantageous for other reasons, we introduce vent pipes into the system. These vent pipes supply air to the branch piping just beyond the traps so that when discharges from other appliances take place the necessary air can be taken from, or received by, these vent pipes, thus preserving the water seals. The vent pipes continue to the top of the stack or connect to it above the highest appliance. It is all a matter of careful design of the installation by someone fully conversant with the principles.

Finally, in this section, one must mention that trap seals may be lost by evaporation. This is rather rare but it can happen. Care should be taken not to install appliances which will be very rarely used. Consider the case of a cellar with a trapped gulley formed in the floor so that the cellar can be washed down. This cellar becomes disused for a long time; packing cases, etc., are placed over it and the outlet to the drain is forgotten until an extremely unpleasant smell is noticed coming from the cellar. It is due to the trap having become dry, giving direct access for drain air to the cellar and thence to the interior of the building.

(e) When full precautions have been taken against leakage of drain air through pipes, pipe joints and traps there still remains the possibility of offensive odours arising on the "house side" of the water seals. Sometimes these arise because appliances (particularly closets) are not kept as clean as they should be, and appliances which can be easily cleaned and which are as self-cleansing as possible are obviously desirable. But proper cleaning and good appliances are not complete safeguards in this connection.

For one thing, waste matter may collect on the inner surface of the pipe leading from the grating of the waste appliance to the trap, particularly with sinks. As this piece of pipe is not normally accessible for cleaning it should be made as short as possible.

Again, the trap itself may collect waste matter. This effect is minimised by making the trap as self-cleansing as possible.

Overflows to washbasins, sinks and baths are another problem. Unless the overflow channel is made of a type capable of being easily cleaned right through, a certain amount of waste matter collects in it and may remain there for a long time. How far this is really a hazard to health is perhaps disputable but the fact remains that dirt removed from the human body, also soap, may accumulate in uncleanable overflows and be only rarely and insufficiently removed in the ordinary use of the appliance. The completely cleanable overflow is the only real cure for this.

3. Plumbing Noises

Noisy plumbing is obviously particularly serious in flatted dwellings because one objects strongly to one's neighbour's plumbing noises, however tolerant one may be towards one's own.

Take first water hammer, hiss and hum. Treatments for these include :—

- (a) Reducing the velocity of flow in water supply and piping by limiting the pressure and by having adequate pipe diameters.
- (b) Arranging easy bends for supply pipes.
- (c) Using well-designed and good quality taps to guard against sudden closure or the setting up of vibrations.

Another noise trouble originates in the refilling of flushing cisterns. This is, in a way, worse than the noise of the actual flushing of the closet pan because it lasts much longer. The actual flushing process is over in about 5 seconds while the time taken to refill the cistern may be anything up to 3 minutes (sometimes it is longer). Here again high pressure helps to accentuate the noise, so from this point of view there are sometimes advantages in supplying flushing cisterns from storage cisterns and not from the main. A silencing pipe leading the inflow to the bottom of the flushing cistern is a help and a good quality ball valve should be specified.

Some people complain about the "pull and let go" operating mechanism for discharging the flush. Obviously if you have to pull up a heavy bell and let it drop to make the siphon work you are likely to get more noise than with the more refined "pull and push over" type of siphon.

As to the noise of the actual flushing of the pan this is a matter of design of pan to some extent, and the superior and more costly siphonic closets are usually quieter than the commoner washdown types.

When we have done all we can in the actual plumbing to reduce noises it remains for the general designer to stop whatever noise still remains from travelling unduly about the building. I do not feel that this is quite in my province in the present paper.

4. The Correct Height for Plumbing Appliances

Obviously for comfort in use appliances should be fixed at proper heights. Many people feel that for the closet pan a height of 16 in. is too high. There are some practical difficulties in making it much less. If you look at a cross-sectional drawing of a 16-in. closet you will notice that the bottom of the trap is only just off the floor. The height cannot, therefore, be reduced without altering the design of the pan. It is true, however, that closets are in use which are only 15 in., some only 14½ in., high. Some further development seems to be required to produce closets for general use which are at the same time efficient, economical and lower than 16 in.

Research carried out on the best height of working plane for persons standing at a bench suggests that 36 in. is about the best for the average woman at a sink. Short and tall people obviously find fault with this height, but unfortunately these people must always suffer: chairs, tables and trains can never be quite right for them. Until we can produce sinks easily adjustable for height it seems that the non-average person must put up with the 36 in.

The same applies again in connection with washbasins. The usual heights are 28 in. to 32 in., averaging 30 in. Children find 30 in. too high and some adults find it too low. But this is not so serious a matter as in the case of sinks, at which the housewives have to spend a good deal of time. I think we may take 30 in. as a fair average for washbasins.

Eighteen inches is a good height for a bath. It is good for old people getting in and out and for bathing children. Unfortunately there is a definite advantage from the installation point of view in a height of 22 in. to 24 in. and in some cases these heights are unavoidable. A bath has to have a trap under it and a screw cap at the bottom of this trap for access in case of stoppage.

Baths have to be about 17 in. deep inside so an 18 in. bath is practically resting on the floor of the bathroom, with the trap dipping into the floor. Access to the screw cap has then to be either down through the floor boards (which is very awkward) or in the ceiling of the floor beneath, which has obvious disadvantages and in the case of flats is rather out of the question; it is also impracticable in the case of ground floors. To have the bath trap and waste pipes completely above the floor is simpler and cheaper for installation, in any case. On practical grounds I do not see how we can expect to enjoy 18 in. baths except in special cases.

5. Infestation by Vermin

You will appreciate the vital importance of planning and construction to avoid resting places for vermin. There are just three observations which I should like to make on this subject, though my suggestions stand to be corrected or amplified by those better able to speak on the subject than I am.

(a) If the area surrounding plumbing pipes and appliances can be easily, or fairly easily, cleaned in the building under consideration (taking account of the class of tenant) it seems best to leave it exposed.

(b) If the area cannot be got at by the housewife without a great deal of trouble and may in fact be used as a storage place for cloths, brushes, etc. (such as under the bath) it seems reasonable to close such a place in, by means of a durable, well-fitting and removable panel. Panels in front of baths look well, simplify the problem of covering the floor and help the housewife to keep the bathroom clean and tidy.

(c) In the case of a large building where proper maintenance and special watch on rat runs, etc., can be relied upon, vertical ducts are acceptable.

There is one additional subject on which I should like to say a few words and that is precautions against boiler explosions. I do not know whether this subject can be regarded as coming under the heading of Hygiene or Sanitation, but I think you may agree with me that the health of the occupants of a building might be somewhat affected by too close proximity to a bursting boiler.

Obviously a boiler bursts when it generates sufficient steam without an outlet. We may specify a safety valve, but we take additional precautions (some of which have other purposes as well).

(a) An expansion pipe rising above the storage cistern acts as a vent for the boiler.

(b) Precautions are taken to keep this expansion pipe from freezing by correct placing within the building and by lagging it where necessary.

(c) To ensure that the supply of water to the boiler is not interrupted we take similar precautions against the freezing of feed pipes and attend to them when they show signs of furring up.

(d) Care is taken to see that the draw-off cock (necessary for emptying the boiler for repairs and as a precaution when leaving the building in frosty weather) does not empty the boiler when we do not want it to do so.

In times of frost, when supply at taps on the appliances may break down, the occupier may, in desperation, draw water from the boiler cock for normal use. This is obviously dangerous so we should place difficulties in his way by not providing an easily turned tap but only a square head, which is not so inviting. Also an ordinary tap might be irresistible to children. We also choose to place it in such a position that if it leaks it becomes a nuisance and thus gets attention.

This brings me to the end of what I am afraid have been rather incomplete remarks on a very wide subject. But I hope I have said enough to show that many aspects of the practical side of hygiene and sanitation in buildings are very much the concern of the architect.

THE INFORMAL MEETING

DISCUSSION FOLLOWING THE PAPER BY MR. MICHAEL WATERHOUSE

(Hon. Sec.) AT THE R.I.B.A. ON JUNE 29

The President explained the purpose of the meeting and called upon the Hon. Secretary to read his paper on *The Activities of the R.I.B.A. During the War, and the Place of the Architect in the Post-War World*.

After the reading of the paper

Miss J. ALBERY [A.] advocated the holding of more meetings for discussion.

Mr. W. F. GRANGER [F.] urged the desirability of holding more meetings and also a Council Election in 1944.

THE PRESIDENT thought that more meetings would in fact be held and that the question of holding an Election in 1944 would be considered by the new Council.

Mr. D. D. HARRISON [A.] advocated the holding of more meetings.

Mr. A. H. MOBERLY [F.] advocated the holding of a Council Election in 1944.

Mr. P. V. BURNETT [F.] thought that elections in wartime were undesirable and advocated the holding of more discussion meetings. He referred to the relations between architects and kindred professions and urged the creation of a Committee of Enquiry under the chairmanship of a barrister to investigate and report on the reasons for the lack of confidence in the architectural profession which existed in Government departments before the war.

Mr. T. W. SNAILUM [A.] advocated the "unification" of the profession by means of the admission of members of other Societies to membership of the R.I.B.A., and urged that the relationship between the architectural and the town planning professions should be investigated. He called for the appointment of a committee to co-ordinate the work of the Regional Reconstruction Committees. He criticised what he considered to be the weakness of the Allied Societies and urged the creation of permanent R.I.B.A. machinery with salaried staffs and premises in all provincial centres.

Mr. H. TATHAM [A.] advocated the creation of a Central Council representative of architects, engineers, and town planners.

THE PRESIDENT pointed out that the whole of the Reconstruction machinery had been created by the R.I.B.A. Council with the assistance of the Allied Societies, that the National Committee for co-ordinating reconstruction work advocated by Mr. Snailum had already been created. As regards "unification" he was convinced that the general body of members of the R.I.B.A. would have nothing to do with "unification" that implied "dilution" and the lowering of standards of qualification.

Mr. N. R. PAXTON [A.] condemned Mr. Snailum's views on the Allied Societies and his proposals for new machinery in the provinces.

Mr. T. M. ALEXANDER [F.] agreed with the President and Mr. Paxton in the matter of "unification" and denied the alleged weakness of the Allied Societies. He advocated a higher standard of professional experience as a requisite for election to the Associateship.

Mr. A. G. MACDONALD [F.] urged the importance of the re-education and continued education of practising architects and hoped the Special Committee on Architectural Education would deal in its reports with scientific education and the provision of "refresher courses" for members in practice.

Mr. S. C. RAMSEY [F.] was convinced of the very high standard of architectural education in this country, suggested that it was not the architectural profession that had shewn inefficiency in the war effort, and denied that the status of the profession in the eyes of the public was so low as some speakers had suggested and cited figures to show the very high percentage of building work that was actually entrusted to architects in normal times. He condemned the practice of leading architects attacking one another in the public press.

Mr. A. C. BUNCH [F.] paid a high tribute to the work and achievements of the President during his prolonged period of office.

THE PRESIDENT thanked Mr. Bunch and the members for their tribute and stated that suggestions made by members at the meeting would receive consideration by the Council.

THE HON. SECRETARY thanked the members for their reception of his paper.

R.I.B.A. PRISONER OF WAR BOOK SCHEME

The following information is a brief summary of what has been accomplished for the benefit of prisoners of war since this scheme was started some eight months ago.

Eight hundred parcels have been despatched to Germany and Italy containing over 4,500 books. This has involved a cost of roughly £2,000.

Over one thousand personal letters have been sent to prisoners telling them of the scheme which is being run for their benefit or notifying them of books which have been despatched to them.

In addition to this, a letter written by Mr. Sylvester Sullivan has gone to all members and students of this Institute. According to the register compiled for the purpose, these now number about seventy-five, although there are probably others of whom we have not yet had details.

It is hoped to send a similar letter to those prisoners in the Far East, though unfortunately there are no facilities available at present for sending them books.

Contact has been made with the Invalid Comforts Section of the Red Cross and through them information obtained regarding the numbers of prisoners in hospital camps and also those that are

waiting repatriation. It may be recalled that Mr. Coppock agreed to the sum of £200 being spent on non-technical books and as a result of this arrangement, some twenty-five hospitals have benefited to the extent of about 600 books—by far the larger number going to Germany.

Since the last report was made the scope of the scheme has been considerably extended. The R.I.B.A. undertook some three months ago to shoulder the responsibility for sending out architectural and building books, etc., in answer to requests from prisoners and their relatives by the Educational Book Section at Oxford. This lifts a considerable burden from the Red Cross Organisation in this particular field and it is also realised that by ordering and despatching books direct from London through Messrs. Batsford a considerable amount of time is saved with the result that prisoners receive the parcels, weeks or even months sooner than might otherwise be the case. Regular visits are made to Oxford to collect details and the names of men wanting books.

In view of the present position no further large consignments are being sent to Italy, although small individual requests are still being met from time to time.



THE COUNTY OF LONDON PLAN

A REVIEW BY W. R. DAVIDGE [F.]

At various periods over the past two hundred years architects and others have been pressing for a plan for the future of London. Outstanding and far-seeing men have from time to time put forward their ideas for improvement of this area or that area. There have been architectural plans for particular areas; there have been housing and rehousing projects small or great; there have been almost constant open space proposals ranging from the tiniest children's playground to the recurring and insistent suggestions for an encircling green belt. A great step forward came in 1937 with the Highway Development Survey prepared by Sir Charles Bressey and Sir Edwin Lutyens. The Royal Academy plan of 1942 was a magnificent contribution to the idea of architectural treatment of road design. The R.I.B.A., through the London Regional Reconstruction Committee, have extended the same ideals and shown how the whole of Greater London could be replanned on wider, more spacious and more human lines.

It has remained for the London County Council as the premier municipal authority of this country to give official sanction to the consideration of all that planning implies. For the first time in its long centuries of history London is at last planning-minded, and the greatest Local Authority in the country has given its blessing, but not yet set its seal, to a really comprehensive plan—a guiding chart by which, in all its phases, the future destinies of London may well be directed.

Congratulations are due to the London County Council on the really magnificent gesture they have made, and particularly to Mr. J. H. Forshaw, the Council's architect, and his staff, who, with the skilled assistance of Professor Abercrombie, have produced this most comprehensive, suggestive and inspiring plan—human and sympathetic in its inspiration, careful and methodical in its analysis of the innumerable interests involved, businesslike and practical in its suggestions, and at the same time magnificent and energising in the ideals which it sets forth.

We shall await with keen interest the further report on Greater London outside the County which Professor Abercrombie is preparing for the Ministry of Town and Country Planning.

Limitations of Statutory Planning

There have been Town Planning Acts in this country since 1909, but the powers were at first limited to "land likely to be used for building purposes," and, so far as the County of London was concerned, all that was possible was the imposition of density restrictions on a few small and isolated areas. In 1935 the L.C.C. took the bold step of including the whole area of the Administrative County in a statutory planning scheme, but all that was even then possible was a restrictive rather than a constructive policy. As the authors well say: "There was no

effective plan, though there was much activity in the preparation of statutory planning schemes both within and without the County boundary. In fact, London at that period might well be described as more planned against than planning; the inadequacy of the powers of local authorities, the restricted scope of their financial abilities and the lack of co-ordination from a regional or national standpoint—all combined to impair the effectiveness of what was attempted."

A New Conception

As the law at present stands, these limiting factors still remain. The proposals now framed are based wholly and rightly on "the confident assumption that the new conception of planning implicit in the recommendations of the Barlow Commission and of the Scott and Uthwatt Committees, and in the pronouncements of various Ministers of the Crown, will be translated into law."

There is as yet no sign of a national plan and only to a very limited extent are there any indications of a national policy, but this magnificent report provides a comprehensive strategical plan of operations applicable in greater or less degree to every urban community. Governments can only move when they are assured of widespread public support, and architects everywhere should unite in giving a lead to their fellow citizens to demand not only the powers but the opportunity for each community to work out its own salvation within the framework of a national plan backed by a comprehensive national policy.

The R.I.B.A. Reconstruction Committee, through its various groups, has put forward a series of very valuable recommendations. Many of these have received confirmation in this report, but they indeed go much further and point to the necessity of considering the ways and means by which any constructive plan must be brought into effect. The building industry needs to be extended and strengthened, building codes need to be rationalised; finance and land ownership must be put on a new basis, if anything comprehensive is to be done. Lip service to the ideals set forth in this report is not sufficient; life service is called for from every lover of London. This plan, flexible as it is from its nature, can, of course, be criticised in individual details, but the principle is sound that every activity of the community should be part of a commonsense plan. From the technical point of view, the authors have done their part in setting out the physical aspects of planning as it affects the greatest City in the world; the other aspects must follow in due course.

Even from the point of view of physical planning, the number of authorities and public service undertakings to be consulted or taken into account is prodigious, and it is very satisfactory to

note that in the preliminary explorations which the authors have been able to make they have found a large measure of agreement in principle from these statutory authorities. Again the necessity for a national policy is clearly indicated.

Even with the utmost good will on all sides, there must be an overriding directing mind, and continuity of policy over a long series of years, or even generations, is no less essential.

The authors pay a graceful tribute to the many ideas and suggestions gathered from innumerable sources, and, far from arrogating to themselves the whole credit due to their plan, they modestly say, in a phrase which must disarm many possible critics, "it is unsafe to point to any one feature of the plan and declare it to be original" . . . "The latest planner inherits the work of his predecessors."

In this spirit may the work continue and the plan be continuously and steadily improved by fresh contributions, so that at all times it may be nurtured and cultivated—a living plan for a living community.

London the Community, the Metropolis, the Machine

London is all of these things, but the authors do well to place first the people, the individuals, who in their life, work and play make up the community and the reason for its very existence. The welfare and well-being of its people should be the main aim of every community, large or small.

The defects of present-day London are self-evident, but they are merely aggravations of the same defects to be found in every town—overcrowded and out-of-date housing, inadequate and badly distributed open spaces, jumbled development of houses and industry, jumbled traffic and so on. In other words, congestion instead of free circulation in every phase of the body corporate.

The illustrations, mostly from air photographs, are almost too attractive, and provide so many features of interest that one almost feels there may be something to be said for jumble after all, but to the seeing eye, to misquote Shakespeare:

Jumble—jumble—toil and trouble!

That's London, and Leeds and Liverpool and lots more!

Some of the air photographs, although of well-known districts, take a little recognising from this new angle, but in most parts of London, however congested, it is remarkable what open space exists in the form even of backyards, and the trees and greenery show up in the most unexpected of places. Much more public open space is, however, required. If it is to be got, we may have to build higher. The authors are of opinion that a large percentage of flats must be included in new layouts (p. 77). Here, then, is the first challenging proposal which we have to discuss. The authors propose to increase the density of certain central areas, particularly in the West-End, as a means of distributing population and open spaces more evenly.

Population Density

In the central area, where there is already substantial development with high site cover and land values, they suggest a density for residential purposes of 200 persons to the acre, which would be entirely in multiple storey flats, mostly from seven to ten storeys high (p. 83).

In sub-central areas, where a more open development is possible with extensive areas of private gardens, they suggest a hypothetical density of 136 persons per acre—that is, a combination of, perhaps, 33 per cent. in houses and 67 per cent. in flats (p. 83). The irreverent will say this looks like getting into a flat spin!

In the outer area (and the illustration shown appears to be outside the County altogether) much open space has already been built upon and green wedges should, if possible, be preserved. "A density of 100 persons to the acre or less is suggested for these areas." They are a little wobbly, however, whether it is to be two-thirds houses, one-third flats (p. 32), or half in houses, half in flats (p. 79). Up to 55 per cent. in houses and 45 per cent. in flats (p. 83), or houses predominating (coloured diagram, p. 120).

It should be borne in mind that these densities, excessive as

they may possibly appear at first sight, are net densities, quite apart from public open spaces which are proposed to be provided on a basis of 4 acres for each 1,000 of the population. The overall density of the County of London at present, including existing open spaces, is only about 67 persons per acre, although the present net densities vary from 93 in Hackney to 186 persons per acre in Bethnal Green (p. 83).

The authors therefore suggest a more even distribution of population, and they see no way other than a great increase in flat dwellings, where possible bordering or adjoining the larger open spaces. In the neighbourhood of Hyde Park and Regent's Park, where open spaces abound, the authors consider that, with the densities suggested, a further 150,000 people could be accommodated with advantage and save much unnecessary travel.

The Structure of London

Under the heading of "Social Groupings and Major Use Zones," the Report opens with an analysis of the community-structure of London, but as the ancient City of London is a separate planning authority, the authors have perforce to omit the historical reasons which lie at the root of the disposition of the component parts of London. In coloured Plate 1 they content themselves with an analysis of the existing and well-known major uses: the Port of London; the City with its aura of mixed general business and industry; the Press in Fleet Street; the ancient Inns of Court and present-day Law Courts which form an area given up almost wholly to law; Westminster with its Government centre and the West-End with its major shopping area, and so on. Of the dozens of one-time village communities, each still has its separate entity, although long since grown with its neighbours into one huge living organism, healthy perhaps only in parts. This diagram of internal organs, already so well known to most of us, is a reminder that the health of the whole body depends on the welfare of each and all of the individual parts. "If thy eye offend thee, pluck it out" is drastic advice, but the authors have the courage to apply it in no uncertain measure.

Like all anatomical diagrams, it makes one a little uneasy, but it tells its lesson, although possibly a different one to each observer. The growth of London in the past century and a half is phenomenal and has long since outgrown the limits of the Administrative County, although in the County itself there are still villages like Eltham and Dulwich which have not yet grown into their neighbours. The separate entities which go to make up London may still have their own green belts or at any rate their own community life and open spaces. The R.I.B.A.'s recent plan and recommendations, it will be remembered, laid particular emphasis on this phase of the provision of open spaces.

Possible Decentralisation of Population and Industry

So much has been written and said on the subject of the recommendations of the Barlow Commission, of which Professor Abercrombie was a member, that they may now be regarded as accepted in principle, both by the Government and the people generally.

Nothing has, however, yet been done either by legislation or otherwise to make decentralisation other than optional. The war has naturally resulted in a large amount of decentralisation, both of individuals and of industry.

The County of London Report discusses the twin aspects of population and industry, and by careful analysis of pre-war tendencies, borough by borough, shows that even before 1938 there was a steady outward movement from all the inner boroughs, both of population and industry.

For the purposes of discussion the authors suggest that a round figure of half a million people should be decentralised from the central overcrowded areas of the County of London. They hint that this is approximately the amount of population which has already left London owing to war conditions, and suggest that "if none of those still evacuated were to return, an automatic reduction to the density of 136, which we recommend, would have occurred" (p. 33).



By courtesy of Aero Pictorial



By courtesy of L.C.C.

There is room for a good deal of discussion on the questions of decentralisation and of the resultant density remaining. It is a matter of arithmetic that as one goes up the other must go down and a steady balance must be found.

Industries have already moved, in many cases by voluntary action; inducements in the form of ample labour or the provision of well-equipped trading estates would undoubtedly assist; industrial location can, however, only be effectively planned as a definite part of national policy which must be not merely restrictive but constructive and imperative.

The Report gives no clear indication of the destinations to which these half million people, with a corresponding amount of industry, are to be moved, except that the new communities may be located somewhere near the boundary of the Metropolitan Police District. This is a matter which will vitally affect Greater London outside the County.

At top

The L.C.C. White City Housing Estate, Hammersmith. This uncompleted scheme covers about 52 acres. If completed it will comprise 49 blocks of 5-storey flats for 11,000 people. Work was started 1936, suspended 1939.

To left

A typical L.C.C. Cottage Estate, Roehampton. Started 1921.

Open Spaces and Park System

London owes much to its Royal Parks. Greenwich Park, Hyde Park, the Green Park and St James's Park are ancient preserves belonging originally to the Royal palaces. The Government of a century ago was fully alive to the further needs of the Metropolis, and Regent's Park, Victoria Park and Battersea Park were provided long before there was any local authority for London.

The ancient heaths and commons, such as Hampstead Heath, Blackheath and Clapham Common are the heritage from an even more remote past. The L.C.C. and its predecessors have done much to provide and maintain the hundreds of smaller open spaces scattered throughout London, but up to the present there has been no definite plan. Opportunities have sometimes been taken, but more often have been missed; and the high value of building land has always stood in the way of large acquisitions. And it still does.

The existing open spaces are very unevenly distributed, and there are many districts which have no large open spaces within a reasonable walking distance. These black areas largely coincide with the built-up area of London as it was a hundred years ago, in the days when the open country was nowhere more than perhaps a mile away.

The total L.C.C. area is 116 square miles. The existing public open space of all kinds, including protected squares and disused

burial grounds, is given as 8,261 acres, or 12.9 square miles. Only about 2,000 acres of this total are available as playing fields.

The existing public open spaces, together with suitable private open spaces, provide London with $2\frac{1}{2}$ acres of open space per 1,000 of the population, as against 7 acres generally recognised as desirable. The plan proposes that the existing open spaces be increased to give a basis of 4 acres of open space per 1,000 within the County.

Allowing for an ultimate population of only $3\frac{1}{2}$ millions, on this basis it would be necessary to have 13,316 acres of open space—that is, there remains a deficiency of 5,428 acres (p. 41).

Allowing for securing 1,271 acres of effective private open space, this leaves 4,157 further acres of open space to be provided, chiefly in built-up areas or on bombed sites. A detailed analysis, borough by borough, is given with a view to the proper distribution of these new open lungs.

The result, as shown on the open space plan, is to provide a number of considerable open spaces, principally adjoining the high-speed ring road or new traffic arteries. There are, however, few which can compare in size with Victoria Park and none in any way approaching half the size of Regent's Park. The linking up of the open spaces into a park system will necessarily involve the layout of the principal new highways as park-ways.

The River Thames is the largest single open space in the County. The Thames has made London, and yet how few Londoners can either see it or admire it in their daily round. One of the avowed objects of the plan is "to create every possible glimpse of the river."

This is, indeed, a noble ideal, but needs a strong and continuous policy. Dealing first with the deficient areas of the East End, Islington and Finsbury and the south bank boroughs, it is only and much too modestly proposed "to take measures to prevent major re-development on sites intended for eventual new open space" (p. 47).

Still larger open spaces are desirable, especially in the reconstruction of many of the East End districts which have suffered heavily by enemy action.

We should like to have seen more use made of the open space of the Lee Valley, but this is on the edge of or outside the County of London. Here is a great opportunity to bring a continuous belt of open land from Epping Forest right to the heart of the East End.

The Thames Embankment ought to be extended from Blackfriars to the Tower. It did once, and it will be remembered that this was part of Sir Christopher Wren's plan which was actually carried out and was only lost in 1821.

Communications

The road plan for L.C.C. London is one which will seize upon the imagination of everyone interested in the development of London. It owes much to the Highway Development Survey of 1937 put forward by Sir Charles Bressey and Sir Edwin Lutens. This plan, however, is freed from many of the limitations imposed on the authors of that plan, and emphasises how important it is that other things beside highways must be brought into consideration. Many new opportunities have arisen through enemy action and otherwise of improving on all previous proposals.

The authors have realised, what has been clear to all who have studied the problems of London, that the overhead railways, especially on the south side, must be cleared away before any real planning is possible. This problem they have courageously tackled, and their plan embodies nearly all the good points of the plans which have preceded them and, in addition, has many new points of great utility and interest, as well as providing the skilful linking up of many previous individual proposals.

The first thing one notices is that the Southern Railway has been put underground; that Liverpool Street Station has been removed back to Bishopsgate, and that only one station exists in the place of King's Cross and St. Pancras.

In other parts of the plan the line of existing railways has been largely followed by the various new road proposals, either by following the same route or going alongside, thus eliminating a

great deal of severance both of properties and communities. The line of least resistance appears to have been followed wherever possible.

Unnecessary traffic has been diverted from the central districts by means of a series of ring roads, and several roads with specially heavy traffic have been provided with an alternative or parallel route; for instance, there is a new east and west route between Oxford Street and Piccadilly, another extension eastwards on the line of Wigmore Street and a duplicate street parallel with the Strand, on the line of Maiden Lane. New cross-river bridges are proposed at Charing Cross and the Temple, and a West London bridge near Lots Road.

In addition to the duplication of the Rotherhithe and Blackwall tunnels, as recommended by the Bressey Report, three new cross-river tunnels are proposed in connection with the A, B and C ring roads. Bridges are always preferable to tunnels, and we should like to have seen a high level bridge near Woolwich.

Road tunnels, which might also be useful as air raid precautions, are also proposed (a) crossing Hyde Park from Knightsbridge to Paddington; (b) under St. James's Park from Victoria to Charing Cross; (c) north to south, following the line of Gower Street; (d) east and west, from Goodge Street to Holborn Town Hall, passing under the rear of the British Museum.

In working out the road plan, the authors emphasise that great care has been exercised to make the maximum use of existing main roads, especially those which include important public services (p. 49).

The traffic junctions, especially in the central areas, have been studied with considerable skill, and if criticism is possible it will probably be as to the almost unnecessary number of roundabouts, introduced on the line of the "high-speed ring road" at all important intersections. On the northern half of the B ring road there are no less than eighteen of these roundabouts, likely to be confusing to the driver and dangerous to the pedestrian.

The line of the inner, or A ring road, largely follows existing streets such as the Euston Road and the City Road, but extended considerably with new improvements to pass under the river just east of Tower Bridge—a very convenient route.

The B ring road, which is projected as a high-speed ring road, passes from the Western Avenue north of Paddington along the north side of Regent's Park, and largely by new links and extensive lengths of widened road, passes Pentonville Prison, Highbury and Victoria Park to the West India Docks, thence under the river from the Isle of Dogs to New Cross and Denmark Hill to the new West London bridge at Battersea, and then follows the railway via Addison Road to the Western Avenue.

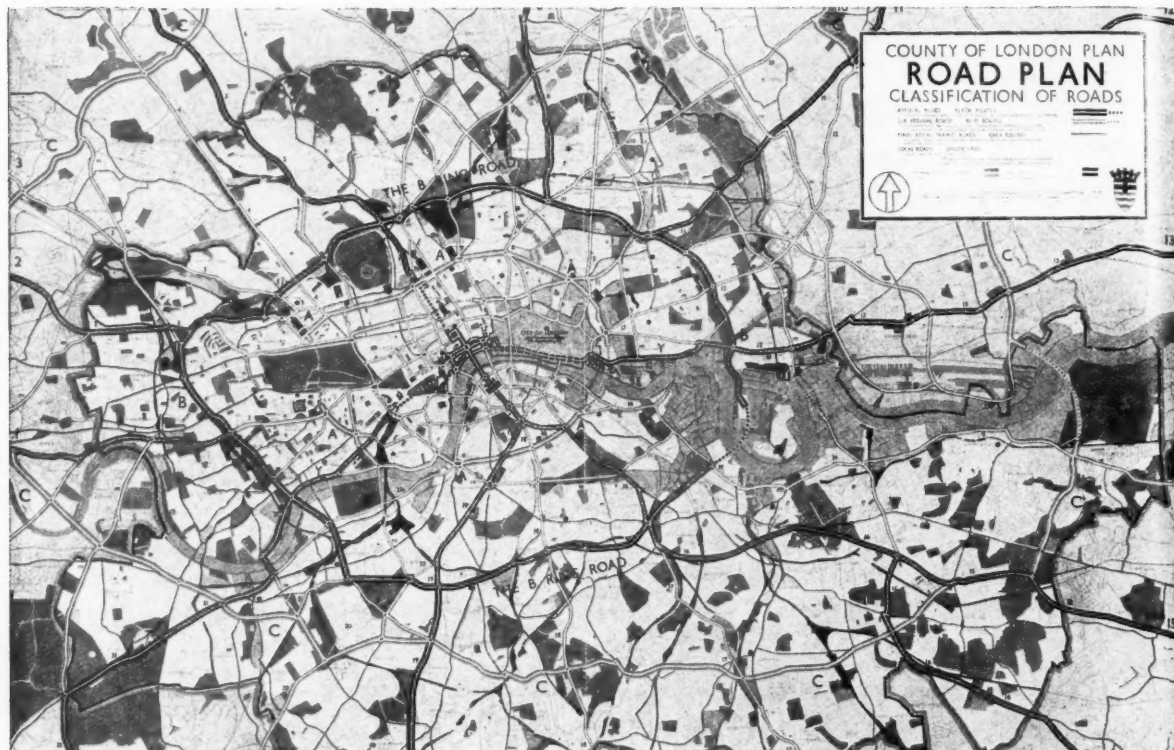
This is a skilful combination of many previous proposals, and although no doubt capable of much constructive criticism, is a major proposal linking up with all existing and proposed radials, and in principle should be heartily accepted.

The outer or C ring road, so far as it is within the L.C.C. area, corresponds very closely to the South Circular Road already officially accepted.

It will be noted that not all the arterial, sub-arterial or local roads shown in strong lines on the plan are new. Many of them are already in existence, but in need of widening or improvement. Roads of this importance need ample width, not only for traffic, but to allow space for amenities, open spaces, grass and tree planting. Where a double carriageway is provided, not less than 150 ft. in all is desirable, and even 300 ft. is not too much where it can be provided. It is satisfactory to see that this consideration has not been overlooked.

In the construction of the important ring roads, it may be hoped that every advantage will be taken of bridging natural valleys, especially where it is possible to cross over the radial roads. Naturally, the details of these proposals have yet to be fully worked out, but there is probably room and opportunity for one or two short under-tunnels as in Paris and perhaps half a dozen "Holborn Viaducts" in the construction of the various ring roads. This, at any rate, would obviate a good many roundabouts.

Roundabouts have their uses in special cases, but one notices



that in many modern plans there is a tendency to introduce far too many of these on what should be a through road, free from all unnecessary obstructions.

Road Widening and the Moving of Buildings

An interesting example is illustrated from Moscow (Plate xxii), showing how even a five-storey building weighing 23,000 tons, and measuring 500 ft. long by 66 ft. deep, can be bodily moved backward 162 ft. for little more than a third of the cost of demolition and re-erection (p. 59).

Railways and Tubes

Many of London's railways are over a hundred years old, and most, if not all of them, were built under Act of Parliament by private companies in competition with other undertakings. It is high time they were overhauled, but so far these all-important communications have been and still are exempted from town-

planning control. It is, however, a first essential for any national plan that the wider needs of the whole community should now prevail.

The County of London Plan, 1943, is probably the first official report which has drawn attention to this obvious fact. The authors modestly suggest that "a specially appointed investigating body be set up before any detailed plan for dealing with the railways is propounded" (p. 64).

Their tentative suggestions may be summarised as follows:—

1. Electrification of all lines leading into London, from selected points within the outer-London region, together with the provision of suitable traction for goods transport.
2. When new terminals are designed, the use of different levels for main line and suburban traffic, and flat roofs for future air landing.
3. Where practicable, suburban traffic should be connected with the tube systems and express lines provided.



Street Widening in Moscow.

No. 24 Gorki Street being moved back 162 ft. The building weight was 23,000 tons and covered an area 195 ft. by 130 ft.

4. To avoid traffic congestion, suburban traffic in existing main-line terminals should be separated, where possible, from main-line traffic.
5. To eliminate some of the overhead approach lines to stations within the A ring road, it might be desirable to investigate the possibility of two separate deep-level tracks on the loop principle, with interchange facilities, together with an independent north-south tunnel connection between existing surface systems.
6. Improvements of railway stations at Euston (possibly combined with St. Pancras), King's Cross, Paddington and Liverpool Street.
7. New underground suburban line, Paddington-King's Cross-Liverpool Street.
8. Northern section of Inner Circle to be developed and extended for goods distribution.

The Precincts

The vast islands in between the main roads often with their separate communities and neighbourhood units contain not only the business areas, but the residential areas where people live and work and play. Each of these areas, happily called "Precincts" by a distinguished writer on traffic problems, Mr. H. Alker Tripp, Assistant Commissioner of Police, is in itself a special problem in planning.

The authors have adopted this title in their excellent illustrations of the University Precinct, Bloomsbury (p. 52) and the Westminster Precinct (p. 137), but it is no less applicable to the vast areas of such districts as the East End and Bermondsey, where the aim of the planners is to secure a revivification of community life based on the elementary school and the social centre.

The Housing Problem

The L.C.C. has provided in all a total of 92,113 new dwellings. Of the 82,300 new dwellings provided between the two wars 1919-1939, 58,770 were houses or flats on cottage estates, mostly outside the County, and 23,530 were flats. The Report provides some really charming illustrations of this side of the L.C.C. work, but it must be faced that "the broad trend in the state of London's housing has been downwards" (p. 75).

There is need for a comprehensive housing and reconstruction plan for areas vaster in extent than ever before. "The problem is one in which all agencies, both public and private, should co-operate" (p. 77). "Trial neighbourhood units of 50 and 100 acres respectively have been worked out on the suggested densities of 100, 136 or 200 persons per acre, and a considerable portion of the report is given up to the application of the suggested principles to a large area in Stepney between the Mile End Road and Commercial Road and to an even larger area in Bermondsey extending from London Bridge to Southwark Park and from the river front to the Old Kent Road.

The coloured diagram layouts are particularly attractive, and have been skilfully worked out to retain existing features of special interest.

Reconstruction of large areas in Shoreditch and Bethnal Green are also envisaged.

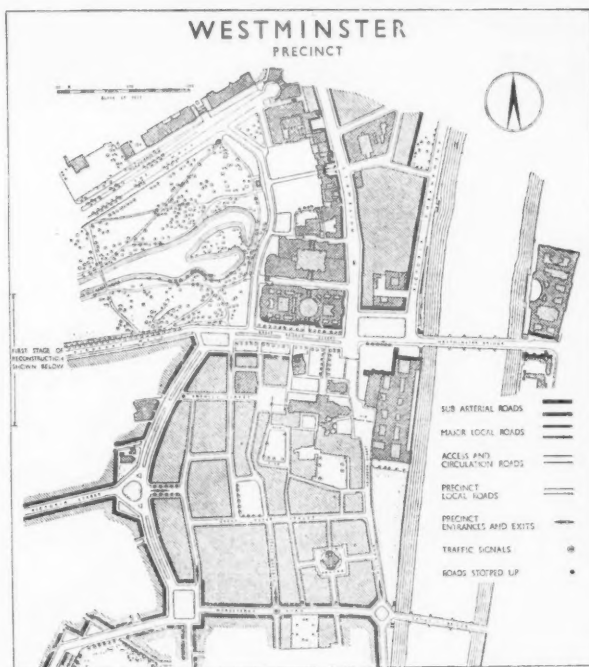
Markets

The main markets of London were, no doubt, originally rightly located in relation to the population they served. Conditions have changed; these markets are now remote from millions of people in the outer areas. The references are particularly to Covent Garden, the Central Markets being under the control of the City Corporation. While the delivery of bulk goods to the markets is reasonably direct, their subsequent distribution in small individual quantities is the cause of much congestion. The suggestion is therefore made that auction sales should be by sample, the bulk goods being delivered from decentralised markets or the railway goods yard.

It is interesting to note that there are over a hundred street markets, and to avoid traffic congestion the provision for new sites for some of these is urgent (p. 72).

Aerodromes

In a very tentative and rather negative page on the subject of aerial landing places, a short summary is given of various



suggestions made from time to time, mostly involving the use of one or other of our existing public open spaces. The possibility of setting aside an area of at least 200 acres in the heart of London for this purpose is ruled out as contrary to the interests of the Metropolis. "This does not rule out the possibility of new aerodromes on the less densely built-up areas adjoining the B ring road, nor the provision of one or more seaplane bases on certain lengths of the Thames, utilising, if feasible, the river loop at the Isle of Dogs or the longer stretches adjoining Plumstead marshes" (p. 73).

Thames Barrage

The authors make several passing references to the Thames barrage scheme first suggested many years ago, which "appears worthy of full and impartial examination" (p. 114). This is a matter in which we should like to hear the pros and cons further argued out. Bermondsey, for instance, is very low-lying and was originally marshy land. Ought it to be developed at all for dwelling houses?

Shops in Relation to Road Planning

At present shops are often found extending over long stretches of main roads at all sorts of irregular intervals. The authors suggest that where such shops are of necessity on a main road, they should be centralised in suitable groups, properly planned and given service roads.

Local shopping centres should be provided in the middle of each community, with small individual shops for everyday requirements located at reasonable intervals (p. 57).

Car-parking Facilities

Here are some extracts:—

"Liberal car-parking facilities must be provided close to the concentrations of traffic. . . . The plan provides for underground car parks in conjunction with the proposed tunnels. At the same time, because the problem is a vital one, it is recommended that every encouragement should be given to the construction of multi-storey garages in the central area. Legislation should be extended to enforce the provision of car-parking facilities for all buildings of a particular user or certain size. Further research

will be necessary before precise recommendations can be made. It has been estimated that provision is needed for the parking of 7,000 vehicles in the West End theatre area alone. To meet the demand it would be desirable to provide parking space underground, in addition to the underground parking facilities proposed in connection with tunnels" (p. 59).

The Industrial Survey contains a wealth of detail as to the types of industries and numbers employed in each. The figures relate to pre-war conditions 1938, when there were in the L.C.C. area 36,911 factories, employing some 743,473 persons.

It will be noted that the vast majority of these industries are comparatively small in character, most of the larger industries being along the Thames or its tributary rivers, following the lead of the original mills of a century ago. The illustrations facing p. 110 give examples from the Thames and the River Ravensbourne.

The Greater London Region provides many advantages for light industry, and there is already evident a general outward move of industry from the County. "Whatever may be the Government attitude towards decentralisation, London's industry will almost certainly desire to leave the central area at an increasing rate" (p. 95).

"Broad decisions on industrial policy should be made as soon as possible, otherwise haphazard factory development may continue to the further detriment and inconvenience of London's inhabitants. Unless fairly clear-cut proposals have been formulated by the end of the war a chaotic state will result, returning industry crowding into any available buildings, including residential premises, and also seeking to rebuild on the old sites of destroyed factories, regardless of wider planning considerations" (p. 98).

A decision on these primary points of industrial location and organised decentralisation is an essential for any detailed planning, whether for London or any other great city, and it is equally essential for the small country town to know how it stands.

The Development and Zoning Plan is one of the most attractive of the many coloured diagrams accompanying the Report. In many ways, it should tend to dispel the fear, from the figures previously given, that London is to become a vast community of flat dwellers. In the great residential areas outside the B ring road houses are shown by this diagram as predominating, while the increased heights and to some extent density proposed in the inner or central areas will be largely compensated by the 4,157 acres of further open space ultimately to be provided.

Hospitals, schools and public utility services are touched on with a light hand.

The River Front and the South Bank area have an interesting chapter, analysing the existing use of the Thames front, and suggesting proposals for re-development by grouping the in-

dustrial uses and bringing the river front much more into use for residential and recreational purposes. The proposals for the South Bank sketched in the late Mr. Walcot's inimitable way indicate the tremendous architectural possibilities of this area, so central and yet so neglected (Plate 50). The stages of reconstruction, step by step, are admirably worked out, but the first—the initial step—is to put the Southern Railway underground, or at least its South-Eastern section, in an electrified loop linking up with all its existing stations.

The chapter on Focal Points and Architectural Control is stimulating, and is bound to prove a fruitful ground for argument. The basis is undoubtedly sound; the many buildings of historic or architectural interest must be preserved and opened out; centres of local social life must be provided; our railway stations and their approaches need special consideration; even such detailed matters as street furniture and advertisements need efficient control. The chapter on the realisation of the plan draws attention to the legal and financial aspects which have to be considered.

Planning Pays

In the next fifty years hundreds of millions of pounds will be spent by private owners or by the public on new construction in London. Let it be done to a commonsense plan which will make a worthy result.

The final chapter on period planning deals with the suggested order of priority for various parts of the plan, showing from the technical point of view the order in which the various parts of the plan can be brought to fruition. Housing will naturally receive first consideration, followed by successive reconstruction areas, new rail and road proposals, open spaces and so on.

It is a great undertaking, immense in its repercussions on every phase of London's life, but it has got to be done, and done systematically, over the next generation or two.

Lord Latham, in his foreword, says: "Let us begin now."

We are at the beginning of the beginning. There is work for all and decisions to be made by all. Let us first agree the plan in principle; there will be lots of opportunities of improving it when the details are worked out, but we must all agree that the first essential is to have a good strategical plan to which we can all work. It will need supplementing as well as implementing, and it cannot be done wholly by any one of our existing authorities, even by the L.C.C. itself.

The nation is already planning-minded, but we want a nationwide plan in which London will have its proper place. The implications of the Barlow, Scott and Uthwatt reports are all well focused in this London plan. All land is at last subject to planning control. It is now up to the Government to give a decisive lead as to how this control is to be used to give a new conception of human life, employment and happiness.

Address to the R.I.B.A. Council by Mr. Henry Strauss, M.P., Parliamentary Secretary to the Ministry of Town and Country Planning

We greatly regret that an inaccurate version of Mr. Henry Strauss's extempore address to the R.I.B.A. Council on 29 June was published in the July Journal. We publish in this number the address as it should have been printed.

MR. HENRY STRAUSS, M.P., Parliamentary Secretary to the Ministry of Town and Country Planning: I am asked to speak completely unexpectedly and have prepared nothing for this occasion, but I am interested in the subject, partly for selfish reasons. There is no art in the world which gives me so much pleasure as architecture. I think that that great art, like great music, can provide joys which are not obtainable from any other source. Partly because architecture when it is good can offer such great joys, architecture when it is atrocious can inflict such appalling pain, and I suppose that there is nothing on which we should look back with more shame as a nation than what we did with the physical aspects of town and country in the years that separated the two great wars.

There is, I think, a mystery about bad architecture that is very

puzzling to the human mind. Most things that are bad are achieved with very little trouble. The great mystery of bad architecture is that people should have spent enormous time and trouble in producing it. When I lived in a lovely corner of the Temple, I used often to look with profound surprise at certain hideous things whose designers had obviously taken enormous trouble to create and erect them in those glorious surroundings.

Caring as I do about this subject I have come to certain conclusions which I give you for what they are worth. On one of them my Minister has already spoken to you, namely, how to influence public opinion. Do not let us be frightened of saying the same thing again and again until people take notice of it. For twenty years I have been saying the same thing on this subject over and over again. Of course I bore those who have

already heard me, and I apologise if I bore anybody now, but I think that, like drops of water on a stone, eventually repetition may have some effect.

My first suggestion is this. Do not let us talk of town and country planning as though it were some new discovery of the extreme Left or the middle Pink or anything of that kind. Let us speak of it as what it is, the resumption of a most glorious English tradition. In what country in the world has town and country planning reached such heights as it reached in England in the eighteenth century? Let us speak of it as an art and a science which we lost for a time but which we can recapture and in which we can again lead the world.

I suppose the very first thing we have to do is to revive a belief in the town. I have never disguised my own belief that town and country must be considered together. We cannot save one without the other. Unfortunately in England, while love of the country is widespread, belief in the town is by no means universal. I think it was Dean Inge who commented on the fact that the idea that a town must be a blot on the landscape was quite modern. What would have been thought of that idea by the inhabitants of ancient Athens? What would have been thought of it by Englishmen who watched Bath being built in the eighteenth century? The town, after all, has given us both the achievement and the name of "urbanity."

The first and essential thing to do is to revive belief in the town. Start anywhere in this country and think of beautiful towns. Think of my own constituency of Norwich, think of Salisbury, of Ludlow, of Cirencester, of Chipping Camden, think of the High Street of Lewes, or the High Street of Burford. In all these places you are struck by their essential rightness. I see around me, and I know that there are in His Majesty's Forces, architects capable of designing buildings and cities as worthy of the twentieth century as Bath was of the eighteenth. It would be invidious to mention names.

One of the things that I find horrifying is the number of people who imagine that they care for good architecture, but who talk about the evils of bad architecture as though those evils were brought about by uniformity. As though, by some mysterious process, the fact that on the by-pass no house resembled its neighbour made the by-pass less atrocious than in fact it was. As I tried to explain to the House of Commons many years ago, in no great age of architecture have people been frightened of uniformity. When have men complained of the uniformity of the terraces of Bath or of the Bloomsbury squares? I admit at once that a uniformity of horror would be horrible, but you do not get a better result by breaking the uniformity and having a variety of horror. One of the most striking things to remember is the difference of aim between the eighteenth century architects and the speculative builders of to-day. In the eighteenth century our architects and builders aimed at a certain uniformity, with the

result that while giving an outward decency they achieved the most glorious variety. On the other hand, if you aim at variety as our speculative builders do on every by-pass, what you achieve is a perfectly appalling monotony, although not a uniformity. All this, of course, is A B C to those whom I am addressing, but cannot be repeated too often.

May I conclude with a few words about London, because I am a Londoner born, who lived for many years in the Temple, and now live in Cheyne Walk. When you arranged your recent Exhibition in the National Gallery, you included a collection of photographs of things worth preserving. Among these you placed with great tact a photograph of my house and its neighbours. I suppose there are cities whose unspoiled beauty is less challengeable than London's—Florence, perhaps, or Dubrovnik on the Dalmatian coast. Those places have great perfection and great beauty. But of the great cities of the world I doubt whether there is any of such matchless beauty as London. There are many things that contribute to it—the river, the parks, the Inns of Court, the squares and terraces and crescents, the sense of its glorious history, the mighty genius of Christopher Wren and others, and, as my Minister reminds me, Portland stone. All these things have given London, even after the enemy has done his worst, a beauty that I find unrivalled anywhere. I think if you had lost your memory and were transported from anywhere and suddenly put down in front of Chelsea Hospital you would know you were in England, you would know you were in London, and you would know that you were gazing on the work of one of the greatest architects of all time.

Do not let us lose these things, and do not let us be ashamed of the characteristics of our city. When we rebuild London let us not be frightened of our own traditions. It is perhaps characteristic that the best book on London should be the work of a Danish architect, Rasmussen. Let us rebuild in our own idiom. By that I do not mean, of course, that we should be ashamed of belonging to the twentieth century, or that we should erect sham antiques. But if I may mention one member of your profession, let us enrich London by things as obviously suitable for London and for their purpose as some of Mr. Holden's admirable stations.

I have talked at random and at too great length. I think that your profession has a splendid part to play. I agree with every word my Minister said, and may I say in all sincerity how lucky I am in having my old friend as my Minister. We must not be something apart from the public. The public has at bottom sound ideas on many of these subjects. But let us, as I say, not try to put across the idea of planning as something new, but rather as a revival of an English art and science in which we once led the world and in which we can lead the world again. After all, when this war is over, no country will have made such a contribution as ours to civilisation. Let us see to it that in the externals of life and in our environment, as in much else, our future shall be worthy of our past.

An Address by Mr. W. Ansell [P.P.] at the Annual Meeting of the Society for the Protection of Ancient Buildings

June, 1943

The Society is to be congratulated on the resumption of its annual meetings at such a time as this, when the purposes for which it was founded have become, by force of circumstances, more urgent and important than ever they were. In the past, ancient buildings have had to be protected not only from those who would actively destroy them, by turning them into quarries for building material, but also from those who would over-restore them, and from the neglect which would allow them to slide into irreparable decay.

In these days of war, and particularly of aerial war, there are new enemies from whom our architectural treasures must be guarded. These enemies are not found only among those who

desire our ruin, but also among those who are so enthusiastically zealous for the reconstruction of a new and a better world according to their own ideas, that they fail sometimes to appreciate the value of that we already have, and are much too ready to sweep away even the architecturally interesting past to provide room and opportunity for a future whose architectural interest, I fear, is but problematical and far from sure.

Even the damage wrought by enemy action is not entirely beyond our control, and it is certain that our fire-fighting services are now so efficient that anything like the extent of the fires that so devastated London two years ago is extremely unlikely. Every Cathedral, most churches, and many other buildings, old and new,

have their watchers well organised for any emergency other than the direct hit of the high explosive bomb, perhaps. The incendiary bomb, that grim enemy of London's buildings, has lost now much of its terror, though not its potential danger. We have learned a great deal by means of bitter experience, and are not likely to be caught napping by any new attack, however unexpected or novel in form it may be.

I am not at all sure that we are as well equipped to deal with those blithe spirits who would cheerfully exchange pleasant, even if dilapidated, Regency cottages for mass produced prefabricated concrete houses, although the former could readily be improved and made both healthy and comfortable.

Before such an audience as this, there is no need to stress the importance to any nation of the great inspired and inspiring thoughts in building. The Greek temples, the Roman Baths, the Byzantine Churches, the mediæval cathedrals, were such thoughts. But what is equally important, and perhaps, in some ways, more closely affecting the lives of the people is that there shall be in the smaller buildings of a land, the little churches, the houses and the schools, the highest possible standard of architectural value, and of honest-to-goodness craftsmanship. The quality of such buildings, spread as they are over the face of the land, is perhaps more truly indicative of the æsthetic standards of a time than are the isolated grandeurs of the more imposing, but widely separated buildings.

There is acute delight in investigating the carving and the carpentry of the hammerbeam roofs of East Anglian churches, particularly if you are lucky enough to arrive on a day when scaffolding will take you to close quarters, or in seeing into the very mind of the Derbyshire mason, and how he got over the difficulties in linking some of the oriel windows at Haddon to the main wall of the house.

A town which should determine that every building within its boundaries shall be designed by the best men who happen to be available, that every building, however small or however large, shall not only be conveniently and efficiently planned, but æsthetically interesting and even beautiful, that it shall in its designing concern itself as a well mannered building should, with its fellows, they too being well mannered, would have gone far to making itself a very shrine for the pilgrimage of those who value beauty when they see it. A succession of such towns would prove the existence of a higher national æsthetic standard than would the rare presence of one fine building as an oasis in a desert of dreary and uninteresting slums. One might almost say, "Look after the little buildings, and the big fellows will look after themselves." They won't, but at any rate they don't lack friends.

May I say, Mr. Chairman, how thoroughly I disagree with those who decry the small country town, and would have all our towns of a large and uniform size, among other reasons because forsooth there is gossip in the little town. Of course there is—as everywhere else—even in London. The little town, Stamford for instance, has a cumulative value beyond the total of its individual buildings, and should be preserved as a town, its groupings of houses and churches and schools jealously guarded, both from destruction, and from ill-chosen additions.

Some of us are perhaps lacking in the historical sense. I myself find but little joy in reading on a circular plaque that such and such a statesman lived here, but if over the front door of his house, I see a graceful and elegant fanlight, perhaps of iron, with cast lead and gilded ornaments, I warm to it at once, and may even condescend to some interest in the politician who, whatever his shortcomings as a statesman may have been, had, at any rate, the good sense to live in, and, let us hope, the good taste to appreciate and enjoy a house of beauty and delight.

There are, it is true, some buildings and places which, by reason of their association with great personalities, or great events of vital importance to the race, demand preservation for this alone, whether or no they are of æsthetic value, but there are far more whose claims for protection rest simply on the fact that they are what they are, expressions of the best design, materials and craftsmanship of their particular time.

Before we can give adequate protection, it is desirable that we

appraise the value of our treasures, that indeed we begin by recording their existence, and here perhaps I may be forgiven if I say a word on behalf of National Buildings Record, of the Advisory Council of which a remarkable proportion of those on this platform are members.

National Buildings Record was inaugurated towards the end of 1940 at a meeting at the R.I.B.A. of which I was chairman. Its object was the formation of an index, or register of buildings of merit, and the making of records by photographs or drawings. National Buildings Record was fortunate indeed in that Lord Greene, the Master of the Rolls, agreed to become its chairman. Only those who have worked with him on the council can adequately assess the enormous value of his association with the Record and the work he has done for it.

We have been helped by His Majesty's Treasury, the Rockefeller Foundation, the Pilgrim Trust, and the Leverhulme Trustees, and up to the present time, over 200,000 items of building have been photographed or indexed, and the work is still going on. When completed, if ever, it will be a National Record of incalculable value. S.P.A.B. has helped greatly.

Important though this Record is, it will fail in its ultimate purpose if it remains merely a record of what is or what has been. Every Planning Authority in the Kingdom, every civic society, and every executive planner should use it to determine, before planning begins, what buildings shall be preserved. Too high a price in the loss of ancient buildings may easily be paid for a modern efficiency of lay-out which could be obtained in some other way.

The preliminary of planning is the survey, and a survey is incomplete which ignores æsthetic quality.

The preservation of what is old and good is, or ought to be, the first concern of those whose aim is the creation of what is new and good. All local authorities should be both recorders and protectors of their worthy buildings.

One means of preservation that is not always remembered is simple cleanliness. The beetle that has wrought havoc in some of our churches would not have had so encouraging an environment if the birds' nests and rubbish had been cleared from behind the wall plates.

Cleanliness does not consist in the mere removal of dirt, it should start much earlier than that—even the original design of a building should, by attention to drips and copings and cornices, guard against the deterioration caused by dirt-laden rain. There are few architects who do not regret insufficient attention to this point when they see unpleasing sooty stains disfiguring their buildings owing to their paying service to the fashion of shearing off eyebrows and every other projection, the original purpose of which was protection from the weather. And not only must cleanliness begin early in the design of the building, but also in the prevention of pollution of the air. Lancashire, Yorkshire, and the Black Country have their own problems, which are difficult enough, but most towns having mixed industry and houses could do much in the matter of smoke abatement.

I admit the picturesque value of the deep velvety blacks and gleaming whites of London's Portland Stone buildings, and I know there are some people who are constitutionally unable to see any beauty in new buildings, but the æsthetic value of fine design in building is of a higher order than the picturesque, and needs no adventitious aids of dirt or vegetation. Good architecture needs no ampelopsis, and the lovely pearly greys of Portland Stone, when mellowed and matured, but not degraded by soot, are as beautiful as any of the too dramatic contrasts of blacks and whites.

I mentioned earlier that architectural values are not confined to individual buildings. Groups of buildings in a street or a town may have a value as a group far exceeding their value as separate structures—this is particularly the case with the Wren churches of London. Great though their individual values are, the group value enormously increases them. They are a standing refutation of the Euclidian axiom that the whole is equal to the sum of its parts. The removal of one of these churches, even though it be of lesser importance, is not merely the taking away of a single

object of architectural worth, it reduces the architectural group value, and that has been reduced already to an indefensible extent.

The past history of the City churches is not altogether creditable, either to the City or the churches, but I believe that there is a revival of the consciousness that the Wren churches are a priceless heritage of our National Church, of the City of London, and of the Nation, both at home and overseas. This consciousness, I know, is fully shared by those who are considering the future of the churches from every point of view.

The bombing of London has created new problems. Many churches have been damaged and some few completely destroyed, either by fire or subsequent demolition.

My own opinion with regard to the damaged churches is that where the walls are standing, and are, or can be made sound, that the ceilings and roofs should be replaced in the forms designed by Wren. It would be found that while the original beauty and interest were undoubtedly enhanced by carving of wood and stone, yet the absence of this is of less importance than might be imagined. There would be beauty still, unadorned and austere, perhaps, indeed, more perceptible for its very simplicity.

My views on the few completely destroyed churches might not, I fear, have the entire approval of my friend, Professor Richardson. Had St. Stephens Walbrook been entirely destroyed, I should plead for its reconstruction. I consider it in its own degree as

valuable as St. Paul's itself, of which it was the prototype, but I cannot say the same for some of the others.

Where the bombing has removed accretions to the churches which should never have been permitted, then preservation of the churches demands that the excrescences shall not all be replaced. The friendly book-shop in Walbrook, at the foot of St. Stephen's Tower, with the browsing trays—tempting while trains which should have been caught at Cannon Street came and went unregarded—I would replace. It did no harm to the building, and was a pleasant reminder of the link between literature and the Church, but the offices which clung to the sides of St. Nicholas Cole Abbey, and even blocked some of its windows, were something of an outrage, and should be cleared away.

Finally, may I plead that the encouragement of good traditional craftsmanship is not outside the scope of such a Society as this. A wider spread higher standard of craftsmanship would mean a truer perception of quality in the good work of the past, and a keener realisation of the necessity for its protection and preservation.

There may be new materials, and a greater use of such old materials as concrete. These must build up their own technique and tradition, and must achieve the same distinction and quality as we find in the best masonry and brickwork and timber of the past and the present, for unless they do, in two hundred years' time, it will not be a Society for the Protection of Ancient Buildings we shall be needing, but one for quite another purpose!

Book Notes

PLANNING AND HOUSING

Britain's Town & Country Pattern, prepared by Nuffield College Social Reconstruction Survey. Rebuilding Britain Series, No. 2. 8vo. 112 pp. Faber & Faber. 1943. 2s. 6d.

This is one of the most thorough and valuable pamphlets yet issued on the three big planning reports, Barlow, Scott and Uthwatt and can be recommended as essential reading by all those concerned in the implementation of our planning and architectural programmes. A short foreword by Mr. G. D. H. Cole stresses the importance of the Reports and the need for their acceptance by Government or the clear formulation of alternative proposals; until this is achieved we have no firm ground to stand on and cannot advance effectively towards study of remaining problems.

A preliminary note outlines the history of the Reports and the nature of official utterances. This is followed by the first chapter in which the Barlow Report is used as a framework on which the nature of the problem is discussed chiefly as a problem of the fundamental economics and the location of British industry. The main arguments and conclusions of the Barlow Commission are marshalled in a text of expert clarity which is also demonstrative and challenging.

In the second chapter the machinery of planning is discussed in relation to the Barlow, Scott and Uthwatt proposals and in a positive sense indicated by a sentence in Mr. Cole's introduction; "a mere decision to set up a Ministry of Town and Country Planning . . . does not carry us far." How far the Ministry can carry us depends essentially on what powers the Ministry is given and incidentally on the statutory co-ordination of planning for England and Scotland. "The main issues involved in all three Reports," Mr. Cole suggests, "are for the most part issues of machinery . . . any policy will require instruments not in existence at present but which would become available if these Reports were acted on promptly."

The third chapter on the acquisition of land and development rights, compensation and betterment is largely an examination of the Uthwatt Report and includes a brief and clear summary of the recommendations.

The concluding chapter summarises the Scott Report and Professor Dennison's Minority Report.

Can Our Cities Survive? J. L. Sert and C.I.A.M. Cambridge, Mass.: Harvard University Press. London: Humphrey Milford. 4to. 259 pp. 1942. \$5.00.

The growth of cities has been moulded to the form of human activity of work and recreation. Such influences have been predominantly unconscious, a part of the life stream whose action is constantly silting up or eroding the confines of our physical environment to meet our developing social requirements. War and the necessity for defence against war, created the first conscious subordination of outwardly haphazard development to a preconceived pattern; in the science of fortification can be seen the origins of conscious city planning throughout the world. Military science imposed a broadly international character on these early experiments in controlled development, and throughout the 17th and 18th centuries town planning remained largely international in character.

J. L. Sert's book, summarising the findings of the *Congres Internationaux d'Architecture Moderne* (C.I.A.M.) in the field of urban development, records the growth of this internationalism in the modern theory of town planning. The material in this book demonstrates anew the proper relation of individuality in national interpretation, within the wider framework of internationally similar human needs. In the crescents of Bath or the squares of Nancy, in the replanning of Amsterdam and of Stockholm, we see the falseness of the argument that the "international style" in architecture and in town planning, inseparable elements of the same creativeness, imposes a uniformity of aspect, regardless of national distinctions. Its only imposition is one which has existed throughout human history, be it the artillery of the 17th century or the commuter of the 20th, a broad conformity to basic human requirements.

The change that has occurred in the international aspect of man's affairs is not essentially philosophical but geographical. For the first time in human history, with the conquest of distance and productive exchange, it would be possible for all men to attain minimum standards for a happy life.

To deny this interpretation of internationalism is the negation of all that planning means.

The International Congresses for Modern Architecture were born of a recognition of the need for a better exchange of knowledge on the common human requirements of physical planning. In 1928, in a declaration of the first congress at La Sarraz, it stated the problem in the simplest terms:

"Town planning is the organisation of the functions of collective life; it applies just as well to rural places as to urban agglomerations."

"It cannot be conditioned by the pretensions of an established æstheticism; its essence is of a functional nature."

"The functions it embraces are four in number: (a) Dwelling; (b) Work; (c) Recreation; (d) Transportation (which connects the first three functions with one another).

"The chaotic subdivision of urban land, as a result of real estate speculation, should be corrected.

"Present technical means, which multiply ceaselessly, are the very key to town planning. They imply and propose a complete change in existing legislation; this change should be commensurate with technical progress . . ."

On these four functions the fourth congress of 1933 prepared a town-planning chart, defining more fully these functions, their breakdown in the modern city and the measures to be undertaken to establish their proper working.

"Can Our Cities Survive?" is a report of the work C.I.A.M. has carried out, by its national groups and by the findings of its international congresses. It is a personal interpretation of this work by J. L. Sert, who undertook the compilation of the material into book form, at the request of the Congress. Built on the statements of "The Town Planning Chart" on dwelling, work, recreation and transportation, it develops the technique of factual presentation for the general public to a new level of clarity and brevity.

In its use of the aerial photograph and the presentation of statistical data as a means of achieving a better understanding of the outward form and the inner life of the city, Sert and the C.I.A.M. bring architecture and town planning still further towards its proper recognition as a science, without sacrificing any of its established prestige as the "mistress of the arts." In the better fusion of these two aspects, our profession grows towards its full stature. From the terrifying scenes of slum life (all the more terrifying to us who, knowing the grossness and bestiality of war, recall these scenes of the world we are fighting to save) with which this book is illustrated, to the calm, broad vistas and intimate perspectives of the cities we could achieve, is technically only a short step. That step is advanced some part of the way towards its goal by the humanity and vision which imbues these pages.

L. M. D.

The Size and Social Structure of a Town. A report by a survey group of the National Council of Social Service. 8vo. 32 pp. 1943. (Allen & Unwin. 1s.)

This memorandum is the work of the Community Centres and Associations Survey Group of the N.C.S.S., under the chairmanship of Dr. Ernest Barker. The directive has been given by a sense of the importance of the housing problem as viewed through N.C.S.S. experience, largely in work in new housing estates, which have revealed several serious drawbacks in past housing estate planning, e.g. their dormitory nature involving wasteful travel, the maintenance of class distinctions, lack of social and intellectual leadership, failure to recreate the institutions the occupants knew in their past life, the effects of suburban development as a barrier between town and country, the pressure of profit-making as an obstruction to the use of sites for non-profitable uses, e.g. churches, clubs, etc.

The study next analyses the conditions required for social balance—largely the antithesis of the drawbacks listed above, and finally proceeds to a number of concise recommendations.

Planning should be based on neighbourhood units of 7,000 to 10,000 persons. Estates should have houses of mixed types, sizes and rents. Every estate should have a community centre managed by the Community Association. Industrial development should be grouped and separated from housing by green belts. The normal size for a town should be about 50,000; there should always be green belts to control growth and limitation of density. Proper provision must be made for every type of recreation. A method must be devised of overcoming local authorities' reluctance to embark on long-term improvements which involve a decrease in their rate incomes. Suburban housing estates should not be tolerated. Parents of large families should be subsidised to enable them to live in suitable houses. Rents should be related to transport costs. The development of satellite towns is to be encouraged.

The report is a useful synopsis of reasonable ideas in relation to housing and estate development.

People's Homes by Mass-Observation. 8vo. 228 pp. 1943. John Murray. 10s.

Architects and builders from one end of the country to the other are under a deep debt of gratitude to Mass-Observation for putting in

their hands a mine of information, a Clients' Charter, for the modest sum of 10s. And this in the clearest, kindest manner, so that even the fastest and most myopic runner may read. To put Summary and Conclusions as chapter-headings of the introductory index is indeed a brilliant master-stroke, for even the hardest skipper of dry factual bones will have gathered the meat of the book, the pith of the argument, without realising his education.

There have been many housing surveys before, doubtless there will be many after this—all valuable to the sociologist, the politician, the health-worker or the police. This, however, is different. It is primarily a survey of houses, estates and people expressly designed to answer questions which intelligent architects and estate designers want to ask their clients and want answered authoritatively. In this Mass-Observation has brilliantly succeeded. Arrangement of space within the house, choice of equipment and how it is used, irrational preferences, illogical dislikes and all the rest of it are described with a directness, a vividness which carry conviction and remain, in all their variety, as pointers of great value. Deeper and more subtle implications too are hinted, such as the real dissatisfaction felt by craftsmen and their families with modern architectural forms which lack the elegance and good proportions enjoyed in worn-out Georgian homes; the criticisms expressed more or less openly of slovenly details of planning, such as five doors in the scullery, coal-holes inside the kitchen, larders warmed by cooker, copper and sun, bedrooms which have room for nothing but the bed; which have been part of too many new homes for working people. Although not so vocal as wealthier clients, working people are, in fact, much more knowledgeable critics of building technique, employed as many of the wage-earners are on some branch of this great industry. Their views, however pungent, should therefore be treated with respect.

Architects, builders, makers of equipment, playwrights and novelists—here, I repeat, is a quarry of great richness for you to exploit without reserve by the purchase of a 10s. share. E. M. D.

Our Birmingham: THE BIRMINGHAM OF OUR FOREFATHERS AND OUR GRANDSONS. ob. 8vo. 56 pp. Cadbury Bros. 1943. 1s.

Aberdeen: PHASES OF THE CITY, WITH BRIEF HISTORICAL NOTES. By Fenton Wyness. sm. 8vo. 62 pp. Aberdeen. 1943. 2s. 6d.

Deeside (as Aberdeen).

Birmingham has always been outstanding among British cities for the liveliness of its civic sense; this booklet is another example, a consequence of past and the undoubted cause of future civic virtue. It is natural, unpretentious and constructive; its rather "commonplace" presentation is skilful and sincere and likely to be effective in its task of exciting interest because it shows how Birmingham grew, how its worthies contributed to its growth and fame, what industries nourished the city and how they smothered it, how Birmingham is a part of the English whole, and what huge tasks the people of Birmingham have now in a simple, understandable way.

About three-fifths deal with the past and the rest with the present and future, the latter part largely based on the previously published Bournville Village Trust Study, *When We Build Again*. The comparative tables and charts of vital statistics of house plans and territorial expansion from the earlier book are repeated, with a new abbreviated and more popular text. At the end are two plans of projects: one for a central area showing "flatted factories" and housing and communal buildings, the other Thomas Sharp's ideal township for 10,000.

The booklet is a model of its kind, but not to be compared, as it might well be compared unfairly, with more expensive or more "professional" or technical books on reconstruction; as a tract for the times it is as good as anything yet published.

Mr. Fenton Wyness, A.R.I.B.A., has written and illustrated two small books which, although they admirably serve one part of the intention of the Birmingham book—to inform the general public about the history and character of a city—are very different things. They are historical peep-shows in the form of short descriptive notes facing a series of the author's black and white drawings. The chief interest of the books is in these original and expressive studies—done rather surprisingly in pen and ink and not as their form would seem to suggest, in lino- or wood-cut. The technique is best in expression of a romantic mood—wild lofty embattled towers, deep shadowful alleyways—but Mr. Wyness boldly and almost invariably successfully ventures into subjects widely differing in kind and scale. The notes are brief and informative. Each book includes a short bibliography.

HISTORY AND OTHER MATTERS

An Outline of European Architecture, by Nikolaus Pevsner. Pelican Books. 1943.

The profession owes a good deal to Penguin Books for their persistent attention to Architecture and for their choice of authors; J. M. Richards, Ralph Tubbs, Thomas Sharp, and now Dr. Pevsner. Their books constitute a liberal education for the public and particularly members of local councils and their electors who will presumably employ us.

Dr. Pevsner gives a connected account of European architecture from the tenth century up to the present day. To write such a book and to give adequate and balanced attention to all the various phases of architectural development in terms comprehensible to the layman must have been difficult, but Dr. Pevsner rather more than succeeds. He writes lucidly and his examples, both in text and illustration, are particularly clear and apposite. Furthermore, they are not the staid examples decreed by custom.

In a book of this sort it is necessary to generalise and in several cases Dr. Pevsner's assumptions are of great interest. He starts off by saying that while a cathedral may be recognised as architecture, a bicycle shed is only building. This may often be the case, but it does imply that an æsthetic purpose is a necessary attribute of art, and that this purpose must be evident. This definition rigidly applied would seem to omit regional and vernacular forms and, of course, in the larger view, all those expressions which were created for some other purpose but which we now appreciate as art. Primitive forms are an example.

In view of this, it is not surprising that Dr. Pevsner dismisses the material interpretation of architectural development by saying: "It is wrong to say that the Gothic style is the outcome of such material innovations." The reasons for this do not seem so satisfactory and, although "the spiritual desire for a new kind of expression" may be allowed, it can only progress and develop through structural experiment. This is necessarily a gradual process and even the pre-Norman churches of this country—which presumably the new expressions were to supersede—must have been the outcome of some decades of technical experiment. It seems as logical to infer a dissatisfaction with existing constructional methods and a successful effort to find others more efficient.

Discussing the differences between the French and English mediæval cathedral, he uses the word "additive" to describe the general ordination of the latter, with its transepts and porches. This is certainly a very useful distinction, and one which can be extended to include much that is characteristic of this country. At the same time the French vault, usually sex- or quadripartite with its domical section, does not contribute to the spatial unity of the French interior. In the English churches the use of the ridge rib and of the lierne and tierceron vault helps to carry the eye uninterrupted from the west to the east.

It is good to see Baroque receiving its proper appreciation. It has too often been the custom for writers of architectural history, following the pattern on morality laid down by the Gothic revival, to cock a snook at it, in spite of the work of Scott and Wolfflin. Dr. Pevsner comments helpfully and uses plans and sections to emphasise the spatial relationships which govern the Baroque, but one wonders whether these complex drawings are understood by the layman.

If this book prompts comparison with those of other historians it is because it gives the impression that the author, like Lethaby, is interested in architecture for its own sake and that scholarship is valuable only insofar as it assists that aim. Moreover, his predilections are his own. It is well written, too, concise in fact and sprightly in illustration.

R. H. S.

Glimpses of Polish Architecture, by Roman Soltynski, with a foreword by Prof. W. G. Holford, translated by Peter Jordan. 4to. 56 pp. Standard Art Book Co. 1943. 6s.

Mr. Soltynski has written the first history of Polish architecture in English and opened our eyes to the amazing wealth of historical and modern building that has now been plunged into the darkness of Nazi occupation. Maybe the very poignancy of the present tragedy has added to the liveliness and clarity of Mr. Soltynski's account. He starts with a good-natured dig at the ignorance of Polish architecture which he found when he first came here, and successively deals with the traditional material—larch, ancient folk buildings and decoration—the wayside shrines and cottages, "old architecture" from the first steps in romanesque in the 10th century to the exuberant flower of Polish baroque, as rich and handsome as baroque building anywhere under the 17th and 18th century kings, and finally the staid classical counterpart to our regency.

The second half is a fine array of modern architecture arranged under the headings of building types. From it we see how much modern Polish architects had achieved and how far the modern movement had assimilated the vernacular and was standing on its own feet. "Warsaw, like Prague," says Professor Holford in his introduction, "seems to have had a living architectural tradition; old and new buildings standing together with distinction and without mockery." This is an architectural life worth recapturing when their return home gives Mr. Soltynski and his colleagues a new and even bigger task than they had in creating the modern Poland which is so well illustrated in his book.

The Honeywood File, by H. B. Creswell. 8vo. 226 pp. Faber. New Ed. 1942. 7s. 6d.

The Honeywood File makes a welcome reappearance in a new edition, and Mr. H. B. Creswell, the author, is to be congratulated upon the event.

In the fourteen years that have passed since Honeywood first delighted us there have been many and great changes, but the characters of his creation bear the test of time, and are as alive now as they were in those happier days.

Bloggs, Grigblay, Tinge, Potch, Nibnose and Rasper (what a pleasant wit he has for names) are a mixed bag of the good and the bad in mankind, but each is clear cut and close to life. It is true that some of these letters would never have been written at all—one of Spinlove's is admittedly not written—but they serve their purpose of character drawing admirably, and give the author an opportunity, in his notes, for some penetrating observations upon life in general and the building trade in particular. Also they form a valuable guide and warning to those who are about to build a house for themselves, and they would certainly discourage any undue haste in that direction.

For the unwary there are many pitfalls and the architect must be equal to all emergencies while displaying the wisdom, good temper, and patience of an angel, and Spinlove is not an angel by any means.

We watch the ups and downs of his fortunes with growing interest, and we feel the strain in the clash of personalities.

It is not the architect but Grigblay that comes through best. Mr. Creswell uses his builder to portray what is most decent and enduring in the fabric of our national life. "Grig" is immortal.

AUSTEN HALL [F.]

The Place of Glass in Building. Edited by John Gloag, with contributions by L. B. Budden and G. A. Jellicoe. sm. 8vo. 90 pp. (London: Allen & Unwin. 1943. 7s. 6d.)

This small and expensive book is a catalogue of modern glass types with concise technical data of light transmission factors, safe glazing sizes, thicknesses, weights, etc., and a large number of excellent photographs of the various types of glazing and decorative glasses. Professor Budden discusses the study of glass: its place in architectural education, emphasising the need for understanding of the physical properties by students if they are to use glass well in designs. Mr. Jellicoe discusses and illustrates the æsthetic and functional place of glazing in small standard houses. Mr. Gloag discourses enthusiastically and romantically about dress shirts and glass, the Emperor Nero and glass, modernity and glass, and much else besides, with plenty of footnotes.

The Architects' and Builders' Compendium. 57th year. 1943. Edited by J. E. Sears [F.]. 4to. 545 pp. (London. 1943. 2 guineas.)

The 1943 compendium follows the model of previous years, and, though smaller, is as valuable as in the past. In addition to trades information arranged in classified order are the addresses of 4,000 architects and 8,000 builders arranged by locality. There are seven pages of war-time building regulations and controls. A summary of current materials prices and a legal section edited by Mr. W. T. Creswell, K.C. [Hon. A.], etc., etc.

Minimum Specification for the Installation of Cold and Hot Water Services: with an appendix on pipe-sizing, compiled and published by Institute of Plumbers, January 1943, 8vo. 46 pp.

This is the fourth specification issued by the Institute of Plumbers, and supersedes one previously issued on the fixing of cold water services. It aims at defining a minimum of sound practice and is an attempt to reconcile local variations. It does not deal with matters regulated by general law or local byelaws which it supplements.

Accessions to the Library

1942-43—III

Owing to the urgent need to economise space this list now includes entries relating only to new publications, exception being made in the case of old publications having particular reference to current demands, e.g. of those on planning and topography.

Larger gifts will be recorded by a single cumulative entry.

Accessions of drawings will be recorded only in notes.

Books presented by the publishers for review marked

Books purchased marked

*Books of which there is at least one copy in the Loan Library.

ARCHITECTURE

AMERICAN INSTITUTE OF ARCHITECTS 06 : 72 (73)
By-laws (A.I.A. Document No. 278.)
Octagon, *journal* : special number. (Dec.) 1942.

BOARD OF EDUCATION 72 : 37 + 72.07
Educational pamphlets :
*No. 118. The training of the architect. A memorandum by
M. S. Briggs. pam. 7½". Lond. : H.M.S.O. 1943. 9d. R. (2).

THEORY

STEINER (RUDOLF) 72.01
Architectural forms considered as the thoughts of culture and world-perception. Words . . . on the third anniversary of the laying of the foundation stone of the first Goetheanum at Dornach . . . 1916.
pam. 7½". Lond. : Rudolf Steiner Pubg. Co. [19—]. 6d. R.

HISTORY

MESSENT (CLAUDE J. W.) 72.03 (42)
A Guide to English architecture. (Hutchinson's Booklover's Library, wrapper series title.)
7". 96 pp. Lond. : Hutchinson. [1941.] 2s. 6d. R.

SOLTYSKI (ROMAN) 72.03 (438)
*Glimpses of Polish architecture. Trans. by Peter Jordan.
11". 56 pp. Lond. : Standard Art Book Co. [1943.] 6s.
Presented by the Polish Ministry of Information, and by
Mr. B. A. P. Winton Lewis [A.].

GOODWIN (PHILIP L.) 72.03 (81)
Brazil builds. Architecture new and old 1652-1942. Photos. by
G. E. Kidder Smith.—*Construção Brasileira. Arquitetura moderna e antiga* &c.
11" × 8½". 198 pp. incl. pls. New York : Museum of Modern Art. 1943. (\$5.).
Presented by Mr. Philip Goodwin, F.A.I.A.

[BOWMAN (A. W.)] 72.031 (931) + 72.034 (931) + 72.036 (931)
× MS.

"The Study of the historical development of domestic architecture in Canterbury, New Zealand. 'The building of the Maori displaced &c.'—Thesis [for Final Examination, Dec.].
typescript, *Repr. of D., & Ph.* 13". 1942.
Presented by the Author.

WHITEHILL (W. M.) 72.033-4 (46)
Spanish Romanesque architecture of the eleventh century.
9½". xxix + 307 pp. + front. and 120 pls. + 3 maps.
Oxford & Lond. : U.P. 1941. £3 3s. R.

WREN SOCIETY 72.034 (42).5/8 : 92 W
Volumes :
*The Nineteenth volume . . . 1942. [Var. documents and buildings.]
12½" × 9½". Oxford : U.P. 1942 [1943]. £1 1s.
P. (by subscrn.) (2).

PETERSON (C. E.) 72.034 (73 SG)
Early Ste. Genevieve and its architecture. (From The Missouri Historical Review, xxxv, 2, Jan.)
pam. 9". n.p. 1941.
Presented by the Author.

HAMLIN (TALBOT [F.])

Benjamin Henry Latrobe : the man and the architect. *Extracted from Maryland Historical Magazine.*
Inf. file 92 L
72.036 (73) : 92 L
extract. 9½". n.p. [1942.]

The Greek revival in America and some of its critics.—Reprint from the College Art Assn. of America, The Art Bulletin, xxiv, 3, Sept. 1942.
pam. 12½". 1942. n.p. 1942.
—Presented by the Author.

R. LING (ARTHUR) 72.036.6 (47) + 711 (47)
P. *Planning and building in the U.S.S.R. (Bantam books : current affairs.)
pam. 7½". Lond. : Todd Pubg. Co. [1943.]
Presented by Mr. R. H. Williams and another.

ARCHITECTURE AND DESIGN, *journal* 72.036.6 (73) : 92 L
[Special issue :] . . . work designed by William Lescaze, architect, &c. (vi, No. 11. July.)
12" × 9". [New York.] 1942.
Presented by William Lescaze through E.J.C.

ARCHITECTURAL VOCATION, PROFESSIONAL PRACTICE

MINISTRY OF WORKS, formerly OF WORKS AND PLANNING : CODES OF PRACTICE COMMITTEE &c. 72.08 : 34
Report : First.
pam. 9½". Lond. : H.M.S.O. 1943. 4d. R.

PEDLER (T. SIMPSON) 72.08 : 347.23
The Rent Restrictions Act, 1939. With explanatory synopsis. (National Federation of Property Owners.)
8½". 78 pp. Lond. [1939 or after.] 6d. Presented

MINISTRY OF HEALTH 72.08 : 347.23
Rent restriction. [Publicity needed.] (Circular 2793.)
leaflet. dupl. typescript. 7". 1943.
Enclosing Rent restriction. Notice to landlords and tenants, etc., poster, 30" × 20" (folded).

72.083.123 : 72.07
CHARTERED SURVEYORS' INSTITUTION : QUANTITY SURVEYORS' COMMITTEE
Quantity surveyors : recruitment, education and training for post-war reconstruction. Reports &c. (From C.S.I., Journal.)
pam. 8½". [Lond. 1943.] R.
The Work and training of a quantity surveyor.
leaflet. 8½". n.p. [1943.] R.

72.088.5 (06)
ARCHITECTS' REGISTRATION COUNCIL OF THE UNITED KINGDOM
Calendar 1942-43, cover title. (The constitution . . . for the year ending Mar. 1943, inside title.)
pam. 8½". Lond. [1942.] R

BUILDING TYPES

(GENERALLY ; DEFENCE BUILDING)

Inf. file 72.09 : 940.6 (73) 016
U.S. : OFFICE OF CIVILIAN DEFENSE
Subject : Descriptive list of principal publications, regulations, posters, and forms. (Pubn. 4202—1.)
pam. (& dupl. typescript, inserted). 10½". [Washington.] 1943.
Presented by the Office.

(CIVIL)

HARVEY (JOHN H.) 725 : 354 72.033-4/5
The Medieval office of works. (From Journal, Brit. Archaeol. Assn., 3rd S., vi, 1941.)
9½". [Lond. 1941 or after.]
With Corrigenda and Index, typescript, bound after.
Presented by the Author.

Inf. file 725.2 : 728.1
UNITED STATES : NATIONAL HOUSING AGENCY—FEDERAL PUBLIC HOUSING AUTHORITY
Standards for commercial facilities [shops, &c.]. Family dwelling projects &c.
dupl. typescript. 10½" × 8". 1942.
Presented by the Nat. Housing Agency.

WEST COAST LUMBERMEN'S ASSOCIATION
Wood hangars of Douglas fir.
Inf. file 725.39 : 694.1
pam. 11"×8½". Seattle. [1941.]
Presented by the Association.

HUGHES (G. B.)
Modern industrial lighting.
8½". 128 pp.+pls. Lond., &c.: Hutchinson's
Scientific & Technical Pubns. 1943. 15s. P.
725.51 : 61] 940.7
Presented by the Association.

MEDICAL PLANNING COMMISSION (British Medical Association and
others)
Draft interim report.
pam. 8½". Lond.: B.M.S. 1942. R.

LONDON COUNTY COUNCIL
[Entertainment buildings.] Places of public entertainment.—
Rules, . . . 1940, . . . with regard to the management &c. (No.
3455.)
725.82 (42.1) : 34
pam. 13". Lond.: P. S. King. 1940. 6d. P.
Replacing earlier pubn., 1926, in library (catalogued as No. 2844).
With leaflets, Amendment of Rule 8, 1942; — Rule 9, 1940.

[Entertainment buildings.] Places of public entertainment.—
Regulations and rules with regard to . . . structure and lighting,
heating, electrical, ventilating and mechanical installations. (No.
3399.)
725.82 [69+696/699] (42.1) : 34
pam. 13". Lond.: P. S. King. 1940. 6d. P.
Superseding No. 2832, 1931, in Library.

[Entertainment buildings.] Places of public entertainment—
protection from fire. Regulations, . . . with respect to . . . the
protection from fire of premises . . . for the public performance &c.
—The Metropolitan Management and Building Acts Amendment Act,
&c. (No. 3398.)
725.82 : 699.81 (42.1) : 34
pam. 13". Lond.: P. S. King. 1939. 6d. P.
Superseding No. 2832, 1931, in Library.

WEST COAST LUMBERMEN'S ASSOCIATION
Highway structures of Douglas fir.
725.949 : 694.1
Reprint. 8½"×11". [1934 or after.]
Presented by the Association.

(RELIGIOUS)

CURATE (A.), pseud.
Historical notes 1820-1939, St. Luke's Chapel, Trinity parish, at
. . . New York . . . and a guide book &c.
726.55 (73 NY)
pam. 9½". n.p. [1939 or after.]
Presented.

(EDUCATIONAL)

STOKE-ON-TRENT, city: CORPORATION MUSEUMS AND ART GALLERY
Report . . . for the years 1941-1942.
069 (42.46 ST) (058)
[1943.] R.

NEW YORK: METROPOLITAN MUSEUM OF ART
Views of the museum and the Cloisters. A picture book.
727.7 (73 NY)
pam. 7½". New York. 1939. *Presented.*

The American wing.
2nd ed., reprint. 727.7 (73 NY) : 729.098.034 (73) (42)
pam. 7½". New York. 1938 (1939).
Presented.

PETERSON (C. E.)
The Museum of American architecture. A progress report.—An
offprint from the Jnl. of the American Society of Architectural
Historians, i, No. 3-4, July-Oct.)
Inf. file 069 : 72 (73)
pam. 11". n.p. 1941.
Presented by the Author.

(DOMESTIC)

UNITED STATES: CENTRAL HOUSING COMMITTEE (afterwards
CENTRAL HOUSING COMMITTEE ON RESEARCH, &c., q.v.)
Summary of questionnaire returns : . . . (Part) 1. Maintenance
experience on housing projects of federal agencies.
728.1 (73) box CHC
728.1
[Pt. i—] Indicating relation of design &c. 728.1.012

Pt. ii—Mechanical equipment. Indicating &c. 728.1 : 696/699

Pt. iii—Structure, materials, and surface finishing. Indicating &c. 728.1 : 69

Pt. iv—Landscape. Indicating &c. 728.1 : 712
4 dupl. typescripts. 10½"×8". [19—.]
Presented by the National Housing Agency, Washington.

UNITED STATES: FEDERAL HOUSING ADMINISTRATION
Low-rental housing for private investment. (FHA Form No. 2418.)
pam. 11½". Washington: Govt. Printing Off. 1940.
728.1 . . . box FHA
Presented by the Nat. Housing Agency.

MASS-OBSERVATION for ADVERTISING SERVICE GUILD
An Enquiry into people's homes. A report &c. ("Change"
wartime surveys: 4th.)
8½". xxiv+228 pp. Lond.: John Murray. 1943.
728.1 . . . box FHA

UNITED STATES: FEDERAL HOUSING ADMINISTRATION
Minimum requirements for rental housing projects. &c., cover title.
728.1 (083.74)
dupl. typescript. 10½"×8". [1942.]
728.1 (083.74) : 651.7

Master form. Property standards and minimum construction
requirements for dwellings, cover title.
Revised ed. dupl. typescript. 10½"×8". 1942.
Presented by the Nat. Housing Agency.

UNITED STATES: CENTRAL HOUSING COMMITTEE
Memorandum re remarks by Mr. Buckminster Fuller.
728.1 (73) box CHC
dupl. typescript. 10½"×8". 1937.
Presented by the Nat. Housing Agency.

COLEMAN (MILES)
Can America build houses? (Public Affairs Committee, Inc.:
P—A— Pamphlets, No. 19.)
728.1 (73)
Reprint. pam. 8½". [New York.] 1938. (10c.)
*Presented by the American Library, U.S. Office of War
Information, American Embassy.*

ARCHITECTURAL RECORD
Housing developments. A reference study. Reprinted from Build-
ing Types section [Mar. 1939].
728.1 (73)
12". New York. [1939 or after.]
Presented by the Nat. Housing Agency.

UNITED STATES: CENTRAL HOUSING COMMITTEE ON RESEARCH,
DESIGN & CONSTRUCTION: B. SUB-COMMITTEE ON DESIGN
STANDARDS
728.1 : 72.096
Comments on minimum ceiling heights recommendations. [194—.]
Comments received on report [on] minimum ceiling heights for
residences. 1941.
728.1 : 69.028.192

Minimum exit requirements for dwelling structures. 1941.
728.1 : 729.942

Preliminary report on closet space for low-cost dwellings. [194—.]
728.1 [728.933.1 : 729.9

Preliminary report on kitchen storage and equipment. [194—.]
728.1 : 72.096

Report on minimum ceiling heights for dwellings. [194—.]
6 dupl. typescripts. 10½"×8". 194—.
Presented by the Nat. Housing Agency.

UNITED STATES: CENTRAL HOUSING COMMITTEE ON RESEARCH,
DESIGN & CONSTRUCTION (formerly C—H—C—, q.v.)
Final report. 1942.
Appended reports of Sub-Committees [initials from main docu-
ment only] :—

[A.] Sub-C. on Building Codes. Final report. [? 1942.]
728.1.012

[B.] Sub-C. on Design Standards. Final report. 1942.
728.1 : 699.81

[C.] Sub-C. on Fire Resistance Classifications. Final report. 1942.
728.1 [697 + 697.9

[D.] Sub-C. on Heating and Ventilating. Final report. 1942.

- [E.] Sub-C. on Landscape. Final report. 728.1 : 712
1942.
728.1 : 696.9
- [F.] Sub-C. on Lighting. Final report. 1942.
728.1 : 69.059.1
- [G.] Sub-C. on Maintenance. Final report. 1942.
728.1 : 696.1
- I. Sub-C. on Plumbing. Final report. 1942.
728.1 : 5.0015
- L. Sub-C. on Technical Research. Final report. 1942.
10 dupl. typescripts. 10½"×8". 194—.
Presented by the Nat. Housing Agency.
728.1 (73) box
- U.S.: NATIONAL HOUSING AGENCY: OFFICE OF THE
ADMINISTRATOR—DIVISION OF URBAN STUDIES
Bulletins: Nos. 2, 3 [local projects].
728.1 : 940.7] 016 + 711.4—163 : 940.7] 016
No. 4: Bibliography on post-war housing and urban development.
711.5 : 728.1 (73)
No. 6: Zoning in relation to the homes utilization programme.
And Suppl. No. 1.
728.1 (73) [711.7 : 656
No. 8; 9: Transportation problems and war housing.
728.1 (73) : 912
No. 10: Preparation of maps in connection with war housing
programs. (Printed cover.)
—each dupl. typescript (some with maps, *Repr.*) 10½"×8".
1942-43.
Presented by the Nat. Housing Agency.
- BAUER (CATHERINE) Inf. file 728.1 (73) : 940.7
The Responsibility of the public housers for a post-war building
program. . . . Annual meeting of the National Public Housing
Conference, Pittsburgh, . . . 1943.
typescript. 11". 1943.
Presented by the Author.
Inf. file 728.1 (73) : 940.7
- NATIONAL PUBLIC HOUSING CONFERENCE, New York
Fundamentals for post-war housing. (*Prefaced by letter, . . . rough
draft for a platform. . . .*) [By Catherine Bauer.]
dupl. typescript. 11". 1943.
Presented by the Author.
728.1 (73) box
728.1 (73) : 940.7] 014.3
+ 711.4—163 (73) : 940.7] 014.3
- U.S.: NATIONAL HOUSING AGENCY—OFFICE OF THE
ADMINISTRATOR: DIVISION OF URBAN STUDIES
Abstracts of selected material on postwar housing and urban
redevelopment.
Group 1 (Dec. 1).
dupl. typescript. 10½". 1942.
Presented by the Agency.
- UNITED STATES HOUSING AUTHORITY 728.1 (73) EH)
Elm Haven. A case study for the U—S—H—A— of its project
Connecticut 4-1 in New Haven. &c.
replica typescript & *Repr.* 11"×8½". 1942.
Presented by Mr. Howard Myers.
728.1 (73) EH)
- U.S.: [NATIONAL HOUSING AGENCY]: F[EDERAL] P[UBLIC] H[OUSING]
A[UTHORITY]—ARCHITECTURAL ADVISORY COMMITTEE
The Elm Haven housing project, New Haven, Connecticut. A
report for the A—A—C—&c. [By Talbot F. Hamlin & Geo. Nelson.]
replica typescript & *Repr.* 11"×8½". [1942 or —3.]
Presented by Mr. Howard Myers.
- LOS ANGELES, city: HOUSING AUTHORITY 728.1 (73) LA) (06)
Annual report: 4th.—Homes for heroes . . . 1941 to . . . 1942.
13½"×10". [Los Angeles, 1942.]
Presented by Miss Catherine Bauer.
- 728.1 (794) box
728.1 (794) (06) (05) + 711 (794) (06) (05)
- CALIFORNIA HOUSING AND PLANNING ASSOCIATION
Agenda. For Western housing and planning, *Journal*.
Vol. i, Nos. 1 (1941 Apl. 20)—6 (1942 Jan.). San Francisco.
Monthly. 194—.
Presented by the Association.
- C.H.P.A. Newsletter.
Vol. i, Nos. 3 (May), 4 (July), and 6 (Oct.). San Francisco. 1942.
Presented by the Association.
No. 6, copy presented also by Miss Catherine Bauer.
- 69 (083.74) (73) box
728.1 : 03
- U.S.: DEPARTMENT OF COMMERCE—NATIONAL BUREAU OF
STANDARDS
Building materials and structures. Reports:
BMS 91. A glossary of housing terms. (Central Housing Com-
mittee on Research, Design, and Construction: Sub-committee on
Definitions.)
10½". Washington: Supt. of Docs. 1942. (15c.)
Presented.
- SEAY (M. F.) and MEECE (L. E.) 728.1] 37
Introducing housing into school curricula. Report of a work-
conference &c. (Kentucky, Univ. of: College of Education, Bulletin,
xiv, 1, Sept.)
9". Lexington, U.S. 1941. *Presented.*
728.1 (73) box CHC
728.1 : 69
- UNITED STATES: CENTRAL HOUSING COMMITTEE: SUB-COMMITTEE
ON DESIGN & CONSTRUCTION—STRUCTURE REFERENCE
GROUP
First report: Structural practices of federal housing agencies.
dupl. typescript. 10½"×8". 1937.
Presented by the Nat. Housing Agency.
- UNITED STATES: FEDERAL HOUSING ADMINISTRATION
728.1 . . . box FHA
Technical circulars: 728.1 : 69
No. 9. Special methods of house construction. A discussion &c.
pam. replica typescript. 10½". Washington. 1942.
728.1 . . . box FHA
Technical bulletins: 728.1 [693.06 : 989.6
[Unnumbered]: Preliminary report on a study of house standardiza-
tion. (FHA Form No. 2373.)
replica typescript. 27 pp. Washington. [1938 or after.]
Presented by the Nat. Housing Agency.
- 728.1 (73) box CHC
728.1 : 696/699
- UNITED STATES: CENTRAL HOUSING COMMITTEE: SUB-COMMITTEE
ON DESIGN & CONSTRUCTION—MECHANICAL EQUIPMENT
REFERENCE GROUP
First report. 1936.
728.1 : 696.1
Memorandum on plumbing for low-cost housing, for information
. . . by R. B. Hunter. 1938.
Minimum plumbing and household equipment standards for l.-c. h.
1936.
3 dupl. typescripts. 10½"×8". 193—.
Presented by the Nat. Housing Agency.
728.1 (73) box CHC
728.1 : 72.083.121
- UNITED STATES: CENTRAL HOUSING COMMITTEE: SUB-COMMITTEE
ON DESIGN & CONSTRUCTION—CONSTRUCTION COSTS REFER-
ENCE GROUP
Second report: Recommended cost estimating form.
dupl. typescript. 10½"×8". 1938.
Presented by the Nat. Housing Agency.
- MINISTRY OF WORKS Inf. file 728.1 : 728.68 (42) .064
Housing of agricultural workers. (Press notice.) (*With Designs
&c., Drawings 1—7.*)
dupl. typescript & *Repr.* 13", 13½". 1943. R.
Other Press notices not catalogued individually.
Inf. file 728.1 : 728.68 (42) .094
- [MINISTRY OF HEALTH]
Cottages for agricultural workers. [Plans.] [Parlour type; non-
parlour type.]
2 sheets, folded. 1943.
Presented by the Ministry of Health.
- MINISTRY OF HEALTH 728.1 : 728.68] 69.059.2
Repair of houses in rural areas. (Circular No. 2799.)
leaflet. dupl. typescript. 8½"×7". 1943.
Inf. file 728.1 : 940.7
Housing of the working classes. Post[-]war programme. (Circular
2778.)
dupl. typescript. 8½"×7". 1943. R.
Inf. file 728.1 : 940.7

Housing of the working classes. Post-war programme. [Proposals for sites for houses and agricultural considerations.] (Circular No. 2802.)

leaflet. dupl. typescript. 7". 1943. R.
728.1 (73) box CHC
728.1.012

UNITED STATES: CENTRAL HOUSING COMMITTEE: SUB-COMMITTEE ON DESIGN & CONSTRUCTION—PLANNING & DESIGN REFERENCE GROUP

First report. 1936.

Second report: "Non-Federal and foreign housing standards." 1937.

2 dupl. typescripts. 10½"×8". 1937.
Presented by the National Housing Agency, Washington.

HEDNUT (JOSEPH) Inf. file 728.1.012
The Art in housing. (From Archl. Record, Jan.)

pam. 12"×9". [N.Y.] 1943.
Presented by Miss Catherine Bauer.

728.1 (73) box CHC
728.1.083

UNITED STATES: CENTRAL HOUSING COMMITTEE: SUB-COMMITTEE ON DESIGN & CONSTRUCTION—SPECIAL COMMITTEE [ON MINIMUM PRICE HOUSE]

The Problem of a minimum price house. A report . . . by a special committee.

dupl. typescript. 10½"×8". 1936.
Presented by the Nat. Housing Agency.

728.1 . . . box FHA

UNITED STATES: FEDERAL HOUSING ADMINISTRATION

Technical bulletins:

No. 4. Principles of planning small houses. 728.1.094
Revised ed. 8½". Washington: Supt. of Docts. 1940. (10 c.)

First ed., 1936, already in Library.

Presented by the Nat. Housing Agency.
728.1 . . . box FHA

728.1.094.064 + 725.835.094.064

UNITED STATES: NATIONAL HOUSING AGENCY—FEDERAL PUBLIC HOUSING AUTHORITY

Standard plans digest. [Includes dormitories, community buildings, and row and detached housing.]

Revised ed. dupl. typescript. 10½"×8". 1942.
Presented by the Nat. Housing Agency.

Orig. ed. 1942.

WOOLEY (J. C.) 728.67
Farm buildings.

9". viii+345 pp. New York & Lond.:
McGraw-Hill. 1941. (£1 1s.) P.

CHARTERED SURVEYORS' INSTITUTION 728.67

*Memorandum of evidence . . . to the Farm Buildings Committee, Ministry of Agriculture and Fisheries on the layout, design and construction of f— b— after the war.

dupl. typescript. 13". [1943.] R. (2).

Inf. file 728.67 : 940.7

NATIONAL VETERINARY MEDICAL ASSOCIATION OF GREAT BRITAIN AND IRELAND

Memorandum on farm buildings . . . for submission to the committee appointed by the Ministry of Agriculture and Fisheries . . . [on] farm buildings after the war.

dupl. typescript, 13", and *Repr.*, v.s. (folded). 1943.
Deposited by the Association.

Temporary. To be replaced by printed pubn.

ALLIED ARTS

PEYSNER (NIKOLAUS) 7.03 (4)
An Outline of European architecture. (Pelican Books. [A. 109.]

7". 159 pp.+xxxii pls. Lond.: Penguin Books. 1942. 9d.
Presented by Mr. R. H. Williams.

WEISBACH (WERNER) 7.034 (46):77
Spanish baroque art. Three lectures &c.

8½"×6½". xi + 67 pp.+ pls. Cambridge:
U.P. 1941. 7s. 6d. R.

PARIS (W. FRANCKLYN) 7.036.6 (73) : 92] 73
The Hall of American artists, New York University. (*Sequel to*

Personalities in American art, 1930.) [Busts and biographies.]

8½". 158 pp. incl. pls. and part unpagged + (i) pl. New York:
Archl. Forum. 1943.

Presented by the Author, Director of the Hall.

With leaflet, To the Patrons, 8", inserted.

BUILDING

ARCHITECTURAL RECORD, *journal* 69 (084)
A—R—s Time-saver standards and economy construction manual.

(From A—R—, 1940 Oct. to 1942 Mar.)
11"×8½". 96 pp. New York: Dodge Corp. [1942.]

(\$1.50.) P.

AMERICAN INSTITUTE OF ARCHITECTS 025.4 : 69

Standard filing system and alphabetical index &c. (A.I.A. Document No. 172.)

'1942 ed.' 11"×8½". 63 pp. Washington. 1942. (\$1.) R.

1st ed. 1930, and 2nd ed. 1937, already in Library.

MSS.

69 : 5/6

DEPARTMENT OF SCIENTIFIC AND INDUSTRIAL RESEARCH: BUILDING RESEARCH

Principles of modern building. i. By R. Fitzmaurice.

[Original dupl. typescript, and mounted *Repr.* of illus.]
2 pfos., 'text' & 'figs.' 13½". [193—.]

Presented by the Building Research Station.

69 : 940.7

MINISTRY OF WORKS: DIRECTORATE OF POST-WAR BUILDING (continued from M— OF W— AND PLANNING: DIRECTORATE, &c.)—COMMITTEES

*Post-war building. Reviews of first draft reports issued by the study committees &c.

1st series (to Jan.). (PWR/Main/5.)
pam. 8½". Lond. 1943. R. (2).

STRUCTURAL ELEMENTS

SKEMPTON (A. W.) Inf. file 69.021.15
Some principles of foundation behaviour. A lecture . . . R.I.B.A.

&c. (From Jnl. R.I.B.A., Nov.)

leaflet. 11"×8½". [Lond. 1942.]
Presented by the B.R.S. (3).

BRITISH STANDARDS INSTITUTION 69 (083.74)
B.S.—War emergency B— s— s— :

69.021.16 : 691.591

B.S. 1092. . . . pitch mastic horizontal and vertical damp-proof courses. Alternative to mastic a— &c.

1943. 1s. R.

shelved 693.55

INSTITUTION OF STRUCTURAL ENGINEERS
Report on reinforced concrete for buildings and structures.

69.025.3 : 693.41

Pt. iv. Design and construction of hollow floors.

pam. 8½". Lond. 1943. 1s. R.

BRITISH STANDARDS INSTITUTION 69 (083.74)
B.S.—War emergency B— s— s— :

69.025.33 : 691.591

B.S. 1093. . . . pitch mastic flooring. Alternative to mastic a— &c.

1943. 1s. R.

728.1 (73) box CHC

69.028.2 : 696.92

UNITED STATES: CENTRAL HOUSING COMMITTEE

Preliminary report on minimum window areas for dwellings.

dupl. typescript. 10½"×8". [1938 or after.]
Presented by the Nat. Housing Agency

STRUCTURAL MECHANICS AND ENGINEERING

(076) folder
06 [69.04 : 693.5 (42) + 69.04 : 693.5 (076)]

INSTITUTION OF STRUCTURAL ENGINEERS
Regulations governing admission to membership. Syllabus of examinations.

Revised ed. pam. 8½". Lond. 1942. R.

BUILDING VOCATION, PRACTICE AND INDUSTRY

MINISTRY OF LABOUR AND NATIONAL SERVICE 69.07 : 940.6
Note to employers . . . Building and civil engineering call-up.

(N.S. 264.)
leaflet. 8½". Lond. 1943. R

INSTITUTION OF CIVIL ENGINEERS 69.08 : 624/628 (063)
 "Civil engineers and the building industry"—
 Conference on "civil &c." 25 Aug., 1942. (Pamphlet No. 1.)

"Civil &c." First discussion meeting. 15 Sept. 1942. The structure of the building industry, &c. (Pamphlet No. 2.) 1942
 —. Second discussion meeting. 13 Oct. 1942. The Economics of building; &c. (Pamphlet No. 3.) 1942
 —. Third discussion meeting. 10 Nov. 1942. The contribution of science and research &c. (Pamphlet No. 4.) 1942
 —. Fourth discussion meeting. 8 Dec. 1942. Types of contracts; &c. (Pamphlet No. 5.) 1943
 —. Fifth discussion meeting. 4 Feb. 1943. Management and organisation &c. (Pamphlet No. 6.) 1943
 6 pams. 8½". Lond. 1942-43. R.

Inf. file 69.088 : 728.1 (06)+693.061 (06)
 COMMITTEE FOR THE INDUSTRIAL AND SCIENTIFIC PROVISION OF HOUSING
 [Constitution, objectives, &c.] (2).
 Housing problems of the post-war world.
 Notes &c.
 4 dupl. typescripts. 13". [1942 or -43.] R.

MATERIALS

MINISTRY OF SUPPLY 691 : 67.03] 940.6
 The Raw materials guide.
 9½". 75 pp. Lond. : H.M.S.O. 1942. 1s. R. (2).
 69 : 940.6 binder

MINISTRY OF WORKS 691 : 940.6
 The Standard of wartime building. [Materials supplied; regional licensing officers; materials trade by trade; Economy memoranda.]
 pam. 9½". Lond. : H.M.S.O. 1943. 9d. R. (2).

DEPARTMENT OF SCIENTIFIC AND INDUSTRIAL RESEARCH : FOREST PRODUCTS RESEARCH LABORATORY
 A Handbook of Empire timbers. 691.11 (41/42-44)
 (War emergency suppl.) H. A. Cox, ed.
 pam. 9½". Lond. : H.M.S.O. 1943. 9d. R.
 691.11 : 634-98 box

Leaflets :
 No. 27. Foreign timbers—i. &c. 691.11 (4/9)
 691.11 : 674.04
 No. 28. Kiln-drying in war time : quantity or quality.
 2 leaflets. 9½". Princes Risborough. 1943. R.

WEST COAST LUMBERMEN'S ASSOCIATION
 Inf. file 691.11 [69.08 : 389 + 694.1.04
 Grade-use guide for buildings and other structures &c.
 pam. 11"×8½". Seattle. [1942.]
 Presented by the Association.
 Inf. file 691.11 [69.08 : 389 + 691.113.21
 Standard structural grades of Douglas fir &c.
 leaflet. 11"×8½". Seattle. [1942.]

TIMBER DEVELOPMENT ASSOCIATION 691.116 : 940.6
 Plywood in war-time.
 pam. 7½". Lond. [1943.] R.

MINISTRY OF HEALTH 69 : 940.6 binder
 691.161 : 940.6
 [Economy in use of bitumen and tar.] (Circular No. 2807.)
 dupl. typescript. leaflet. 7". 1943. R. (2).
 Enclosing M. OF WORKS : COMMITTEE &c., E.M.2 (revd.) and 9.

MINISTRY OF WORKS : COMMITTEE ON BUILDING MATERIALS STANDARDISATION
 Economy memorandum—bitumen, tar and pitch. (E.M. 2 (revised)) (Feb.).
 leaflet. 13½". Lond. 1943. R. (2).
 E—m— bitumen, &c., for pipe coating.
 dupl. t'pt. 1943. R. (2).
 691.338 : 693.068.5

WOOD WOOL BUILDING SLAB MANUFACTURERS' ASSOCIATION
 Wood wool building slabs.
 pam. 11"×8½" (8"). [Lond. c. 1942.] R.

MINISTRY OF WORKS : COMMITTEE ON THE BRICK INDUSTRY 691.47 : 666.7
 (continued from M— OF W— AND BUILDINGS)
 Third Report.

pam. 9½". Lond. : H.M.S.O. 1943. 9d. R.
 Preliminary consideration of the firing of common bricks.
 Appx. vii of [the rept.].
 pam. 9½". Lond. : H.M.S.O. 1943. 4d. R.

LEA (F. M.) 691.54 : 691.32
 "Modern developments in cements in relation to concrete practice."
 (Institution of Civil Engineers : Road Engineering Section.)
 pam. 8½". Lond. 1943.
 Presented (3) by the Building Research Station.

BRITISH STANDARDS INSTITUTION 69 (083.74)
 691.591 : 691.161] 69.021.16 + 693.068.39
 B.S. 1097. Mastic asphalt for damp-proof courses and tanking.
 1943. 2s. R.

[? HOME OFFICE] Inf. file 691.598 : 661.71] 34
 Factories Act, 1937. Cellulose solutions regulations, 1934. (. . . by the Secretary of State.) (Form 971.)
 display notice, 35"×20". 1934 (1939). 2d. P.

BRITISH STANDARDS INSTITUTION 69 (083.74)
 691.714.4
 B.S. 970 B. Memorandum . . . regarding the standardisation of alloy steels &c. (Superseding B.S. 970 A.)
 8½". [1943.] 6d.

MINISTRY OF HEALTH 69 : 940.6 binder
 691.74 : 940.6
 1. Economy of building materials. [Use of lead and solder.]
 2. Slow combustion stoves—risk of . . . poisoning. (Circ. No. 2814.)
 leaflet. dupl. typescript. 7". 1943. R.
 Enclosing M. OF WORKS : COMEE. ON BG. MATLS. STANDN., "Economy in the use of lead . . ."
 69 : 940.6 binder
 691.74 : 940.6

MINISTRY OF WORKS : COMMITTEE ON BUILDING MATERIALS STANDARDISATION
 "Economy in the use of lead and plumber's solder in building and plumbing work." (E.M. 1. (Revised).)
 leaflet. 7½". 1943. R.

WROUGHT LIGHT ALLOYS DEVELOPMENT ASSOCIATION 691.77
 Heat-treatment of the wrought aluminium alloys.
 Part 1 : Practice. (Information bulletin No. 3.)
 pam. 8½". Birmingham. 1943. R.

CONSTRUCTION, INCLUDING PREFABRICATION

Inf. file 693.061
 D.S.I.R. : BUILDING RESEARCH STATION—LIBRARY
 Library bibliographies :
 No. 69. Prefabrication.
 Suppt. 1. typescript. 1943. R.

KNOOP (DOUGLAS) and JONES (G. P.) 693.1 (09)
 Second thoughts on masonic history old and new. Being the 'Reply' &c.
 pam. 8½". n.p. priv. prin. 1943.
 Presented by Prof. Knoop.

WEST COAST LUMBERMEN'S ASSOCIATION, Seattle
 Blue ox series . . . specimen plans (A blue ox structure . . .) :—
 725.894.1
 No. 1. Open and covered grandstands. [1940.]
 69.024.6
 No. 2. Flat top roof trusses. [1941.]
 No. 3. Pitched roof trusses. [1942.]
 pams. (mostly printed oblong). 11½"×9". Seattle. 194-
 Presented by the Association.

694.1 : 940.6 binder
 694.1 : 940.6] 699.895 : 696.93
 MINISTRY OF WORKS : DIRECTORATE OF CONSTRUCTIONAL DESIGN (continued from M— OF W— AND PLANNING : DIRECTORATE, &c.)
 Timber economy :
 No. 4. (Windows, etc., and their black-out.)
 pam. 13½". Lond. : H.M.S.O. 1943. 1s. R.

WEST COAST LUMBERMEN'S ASSOCIATION

694.1.04 : 691.113.21

Douglas fir use book. Structural data and design tables.

Reprint. 10 $\frac{3}{4}$ " \times 8 $\frac{1}{4}$ ". 209 pp. Seattle. 1942. (\$1.)

Presented by the Association.

694.18

Enclosing : Suppts. Nos. 1, 1937, 2, 1940, and 3, 1941 ; Timber connectors—uses—types, [1942].

Inf. file 694.18

Designing truss joints with timber connectors.

pam. 11" \times 8 $\frac{1}{4}$ ". Seattle. [1942 or earlier.]

Enclosing Spacing of timber connectors, leaflet, n.d.

Presented by the Association.

SANITARY SCIENCE AND EQUIPMENT, PROOFING

INSTITUTE OF PLUMBERS

696.11 : 608.375

Minimum specifications :

No. IV.—Minimum specification for the installation of cold and hot water services. With an appendix on pipe sizing.

pam. 8 $\frac{1}{4}$ ". Lond. & Dorking. 1943. 5s. R.

ALLEN (WILLIAM)

Inf. file 696.92 : 72.094

Daylighting of buildings in urban districts. A lecture . . . R.I.B.A. &c. (From Jnl. R.I.B.A., Feb.)

leaflet. 11" \times 8 $\frac{1}{4}$ ". [Lond. 1943.]

Presented by the B.R.S. (3).

LONDON COUNTY COUNCIL

697 : 620.193.53 (42.1)]34

Public Health (Smoke Abatement) Act, 1926—by-law regulating the emission of smoke.—By-law made &c. (No. 2844.)

leaflet. 13". Lond. : P. S. King. 1931. 1d. P.

MINISTRY OF FUEL AND POWER : COMMITTEE ON THE EFFICIENT USE OF FUEL, or FUEL EFFICIENCY COMMITTEE

Fuel efficiency publications. [Letter.]

dupl. typescript. 8 $\frac{1}{4}$ ". 1943.

Enclosing :—

Fuel Efficiency News. No. 1 (Mar.). leaflet. 13". 1943.

Fuel efficiency bulletins : Nos. 11, 13, 14. (F.E.C. 138, 122, 139.)

leaflet or pam. 8 $\frac{1}{4}$ " \times 6 $\frac{1}{4}$ ". Lond. 1943.

—R.

Fuel emergency bulletins, cont. :

699.86

No. 12. Thermal insulation of buildings. (F.E.C. 121.)

No. 16. Superheated steam. (F.E.C. 142.)

— pams. 8 $\frac{1}{4}$ " \times 6 $\frac{1}{4}$ ". Lond. 1943. R.

UNITED STATES : FEDERAL HOUSING ADMINISTRATION

Technical circulars :

No. 7. Calculation of building section heat transmission coefficients.

pam. replica typescript. 10 $\frac{3}{4}$ ". Washington. [1940.]

Presented by the Nat. Housing Agency.

BRITISH STANDARDS INSTITUTION

69 (083.74)

British standard code of practice : (Ministry of Works and Planning : Codes of Practice Committee &c.)

699.85

*CP 1. Protection of structures against lightning.

1943. 3s. 6d. R. (2).

(A.R.P., WAR DAMAGE, INCLUDING REPAIR)

BRITISH STANDARDS INSTITUTION

699.895 (083.74)

B.S.S. Traffic paints. A.R.P. 38. [Superseding 1940 ed. & Suppt. 1942.]

1943. 8d. R.

699.895 : 623.6/7 (42.67 WH)

+ 71 : 3 (42.67 WH)

IDLE (E. DOREEN)

War over West Ham. A study of community adjustment. A report prepared for the Fabian Society and the Ethical Union.

7 $\frac{1}{2}$ ". 136 pp. Lond. : Faber & Faber. 1943. 6s. R.

MINISTRY OF HEALTH

699.895 : 623.6/7] 725.13

Post[-]raid services. Information and administrative centres. (Circular 2800.)

leaflet. 6 $\frac{1}{2}$ ". Lond. 1943. R.

Enclosing : [Same title, handbook.]

pam. 8 $\frac{1}{4}$ ". Lond. 1943. R.

BECKETT (H. E.)

699.895 : 69 box

699.895 : 69.028.2

The Development of protective treatments for windows and roof-lights. (Institute of Civil Defence. From Jnl., v, 2, Dec. 1942.)

pam. 9 $\frac{1}{4}$ ". Lond. [1942 or —43.]

Presented by the Institute.

SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS

The Treatment of ancient buildings damaged in wartime.

pam. 8 $\frac{1}{4}$ ". [Lond. 1939 or later.] R.

699.895 : 72.025.1 (42.1)

ECCLESIOLOGICAL SOCIETY (formerly St. PAUL'S ECCLESIOLOGICAL SOCIETY)

Transactions :

New series : Vol. i, pt. 1.—Historic London under fire. (. . . speeches . . . during . . . Exhibition of Photographs and Drawings of London's Historic Buildings &c. . . St. Martin's School of Art . . . 1942.)

8 $\frac{1}{4}$ ". 87 pp. Lond. : W. H. Smith. 1942. 2s. 6d. R.

ENGINEERING

ENGINEERING JOINT EXAMINATION BOARD

(075) folder

62 (076)

Rules and syllabus of the common preliminary examination &c.

pam. 8 $\frac{1}{4}$ ". [Lond. 1942.] R.

Inf. file 62 : 016

ASSOCIATION OF SPECIAL LIBRARIES AND INFORMATION BUREAUX

Aslib War-time guides to British sources of specialised information :

No. 5. Engineering, other than electrical.

dupl. typescript. 13". 1943. 6s. to non-members. R.

INSTITUTION OF CIVIL ENGINEERS

Inf. file 62 : 37

A Memorandum on engineering education.

pam. 8 $\frac{1}{4}$ ". [Lond. 1943.] R. (2).

SURVEYING

CHARTERED SURVEYORS' INSTITUTION

06 : 526.9 (42)

Supplementary list of members. 1943.

8 $\frac{1}{4}$ ". Lond. [? 1943.] R.

TOPOGRAPHY

BETJEMAN (JOHN)

91 (42) : 711.4

English cities and small towns. (Britain in pictures series.)

8 $\frac{1}{4}$ ". 48 pp.+(iv) pls. Lond. : W. Collins. 1943.

4s. 6d. P.

91 (42.1)

Vintage London. (The Colour art books series.)

11". 24 pp.+xi pls., mtd. Lond. : W. Collins. 1942.

7s. 6d. P.

BRUNNER (KARL H.)

91 (43+436) : 77.039

Weisungen der vogelschau. Flugbilder aus Deutschland und Österreich und ihre lehren &c.

11". Munich : Callwey. 1928.

Temporarily loaned by the Library of the Schools of Landscape

Architecture and City Planning, Harvard University.

PLANNING, RECONSTRUCTION (physical and sociological)

MUMFORD (LEWIS)

71 : 3

*The Social foundations of post-war building. (Rebuilding Britain series, No. 9.)

pam. 8 $\frac{1}{4}$ ". Lond. : Faber & Faber. 1943. 1s. 6d. R. (2).

(To be continued)

Review of Periodicals

1942-43—III, concluded

TOWN AND COUNTRY PLANNING (including WAR-DAMAGE RE-PLANNING), cont.

GUILD OF BUILDING REVIEW, 1942-3, pp. 5-18 :

Impressions of Hull, by Coun. F. F. Johnson [A.] ; Hull of the future, by A. C. Light [A.]. Also Replanning in Hull, extract from minutes of the Works Committee and Town Planning Sub-Committee headed "post-war re-planning and reconstruction."

RECONSTRUCCION (Madrid), 1942 Nov., pp. 377-88 :

Reconstruction of France : plans of technical commission for départements Loire and Oise. Orleans and other towns. Plans for re-planning, and prospective views.

REVISTA DE ARQUITECTURA (Buenos Ayres), 1943 Jan., pp. 5-15 : The Haussmann plan ; article by R. Moses, translated from that in the ARCHITECTURAL FORUM.

RECONSTRUCCION (Madrid), 1942 Nov., pp. 389-98 : Rebuilding of a Castile village, Pardillo : lay-out and details of blocks, including administrative quadrangle, with Ayuntamiento.

AMERICAN CITY (N.Y.), 1943 Jan., pp. 62-4 : Re-planning of Sao Paulo, Brazil, "S. America's leading industrial city" ; article by F. J. Violich, small plan and views.

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Mar.-Apr., pp. 114-25 : Re-planning of central residential areas in towns : paper by H. T. Hough, with specimen overcrowded area before and after replanning as neighbourhood unit.

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Jan.-Feb., pp. 53-62 : The Satellite town—problems involved in re-centralised development : article by Dr. W. Fisher Cassie, taking a proposed satellite for Newcastle as instance ; plans and tables.

ARCHITECT AND BUILDING NEWS, 1943 Feb. 26, pp. 168-9 ;

ARCHITECTS' JOURNAL, Feb. 25, pp. 146-7 ;

JOURNAL R.I.B.A., Mar., pp. 103-7 :

The village and small town : first lecture in R.I.B.A. series on t. & c.p., by A. W. Kenyon [F.] (A.B.N., A.J.) : Summary or extracts. Introduction to the series by Basil Sullivan [F.] in J.R.I.B.A.

PLANNING (P.E.P.), 1943 Feb. 23 :

Retail distribution and town planning : article on provision of shopping centres, with statistics.

ARCHITECTURAL REVIEW, 1943 Mar., pp. 58-64 :

The technique of industrial location : article by Prof. P. Sargent Florence. Map and 8 tables—location pattern, coefficients of localisation, linkage or geographical association, degree and regions of localisation, graphical representation of location quotient and coefficient (with chart), industrial structure and coefficient of specialisation ; also graphical presentation of patterns . . . of 3 industries, and characteristics of S. Wales industries.

ARCHITECT AND BUILDING NEWS, 1943 Feb. 19, pp. 151-2 ;

JOURNAL, ROYAL SOCIETY OF ARTS, 1943 Apr. 16, pp. 246-55 ; and other notices :

Location of industry : paper to Royal Society of Arts by R. G. Glenday, economic adviser to F.B.I.

PENCIL POINTS (New York), 1942 Sept., pp. 49-58 :

Replanning an industrial town, Granite City, Ill. : full studies of zoned areas and new buildings, by students of Washington Univ. (St. Louis) school of architecture.

SOUTH AFRICAN ARCHITECTURAL RECORD (Johannesburg), 1942 Dec., pp. 384-92 :

Report on the green-belt towns in the U.S.A. : illustrated survey by R. Kantorowich.

TOWN AND COUNTRY PLANNING, 1942-43 Winter, pp. 121-3 :

Greenbelt towns in the U.S. ; by Flora C. Stephenson. Including Greenbelt, Maryland ; views.

ARCHITECT AND BUILDING NEWS, 1943 Feb. 19, pp. 141-7 :

"Patio houses : variations on a theme," by Walter Segal. Schemes for small houses with enclosed lateral patios (courts) and open gardens, or enclosed gardens, and a common green or children's playing-ground between, longitudinally or transversely.

ARQUITECTURA (Sociedad de Arquitectos del Uruguay), 1942 Nov. (No. 206), pp. 58-70 :

"Un problema social—centros de barrios" (suburban centres) : scheme by government departments and the National Commission of Physical Education. Page-by-page illustrated analysis.

ARCHITECT AND BUILDING NEWS, 1942 Dec. 25 ; 1943 Jan. 1 ;

ARCHITECTS' JOURNAL, 1942 Dec. 24, pp. 412-5, 404-7 ;

BUILDER, 1943 Jan. 1, pp. 25-28 :

Lay-out of Castle Hill site, Ilkley, Yorks : winning plans and designs by Hubert Bennett [F.], and two others. "Castle," library, museum and art gallery included.

ARCHITECTS' JOURNAL, 1943 Apr. 1, pp. 226-8 ; and other notices : Communications : R.I.B.A. town planning lecture, by Sir Charles Bressey.

BUILDER, 1943 Jan. 29, pp. 108-9 :

"Building on roundabouts" : scheme for eight-point road junction with cruciform structure within the central circle, by G. Noel Hill [F.].

ARCHITECTS' JOURNAL, 1943 Apr. 22, p. 267 :

Road fly-over junction, the "Maltese crossing" : designed by A. G. Paton. Plan, surface plan showing cuttings, and small view.

ARCHITECT AND BUILDING NEWS, 1943 Jan. 15, pp. 72-4 :

"Planning and aerial transport—an analytical summary of a problem" : article by S. Rowland Pierce [F.], with tables of probable types of machine, landing-space needs, and building accommodation required, also section showing zoned safety area round aerodromes.

SCOPE, MAGAZINE FOR INDUSTRY, 1943 Apr., pp. 10-21, and subsequent issues :

"Confusion in the air" : first of 3 articles on post-war air transport. World maps.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Jan. 8, pp. 38, 40, and subsequent issue :

"Charter of freedom for street architecture : a building code, proposed by A. Trystan Edwards" [F.]. Articles.

BUILDER, 1943 Apr. 9, pp. 327-8 :

Children's playgrounds : a Dublin experiment. Article by Olivia Manning Robertson ; lay-out plan and 2 views.

Correspondence

SECTION 13 (5) LONDON BUILDING ACT, 1930

7-7-43

To the Editor, JOURNAL R.I.B.A.

DEAR SIR,—The opinion of Counsel in Section 13 (5) of the London Building Act, 1930, is interesting and instructive. It confirms the opinion that I have always held, and, when District Surveyor, acted upon.

There is, however, one point to which Counsel has not referred. The subsection is a personal one. It acknowledges a personal right and confirms it.

Any person who intends to alter or re-erect a building . . . may cause plans to be prepared . . . may cause such plans to be submitted to the District Surveyor . . . who shall (if reasonably satisfied with evidence of the accuracy certify the same. . . .

Thereupon it shall be lawful for such person to alter or re-erect. . . .

If such person fails to submit plans . . . such person shall be bound by the preceding provisions. . . .

When such person has completed his re-erection the operation is complete ; but he has not lost his right, which can be exercised as often as circumstances require. But he must go through the same proceedings as before.

There is, however, one matter in connection with that right on which the Act is silent.

Where such person has exercised his right, and has re-erected his building within the limit certified, but not fully up to that limit, and later again proposes to re-erect the building, he must again submit a plan to the District Surveyor for certification. That plan must show the building as it existed in 1894 or seven years previously. Has such person then the right to re-erect to the line as in 1894, or must he be limited to the extent of his original re-erection? In my opinion a Court would probably hold that he is limited to the extent to which he had availed himself of his right, and that he had abandoned his right to the remainder of which he had not, in the first instance, availed himself.

BERNARD DICKSEE [F.]

STANDARDISED FENESTRATION

"Robins Croft,"

113, Whitchurch Gardens,
Edgware, Middlesex.

22-7-43

To the Editor, JOURNAL R.I.B.A.

DEAR SIR,—In a report of the R.I.B.A. Science Board lectures on May 13, it is stated that tables are in preparation by the N.P.L. giving the lighting capacity of windows of standard dimensions.

Judging by results, architects do not seem to have had in the past much difficulty in designing windows to light efficiently, and even charmingly, the interiors of houses more or less unobstructed in open suburbs and the country. The proposed tabulations will therefore presumably apply, and would scarcely justify a charge on public funds unless they do apply, to urban windows suffering, or liable to suffer, ascertainable degrees of obstruction permissible under town planning regulations.

Unless and until such regulations are in force throughout the country it is idle to urge that windows should be designed as lighting agents rather than as features in a façade, in ignorance of the degree to which

they are liable to be obstructed externally, but even when this can be predetermined in terms of height and distance, as in the L.C.C. area, it is doubtful whether tabulations of the calculated lighting values of obstructed windows will prove to be of much practical value in design. They must necessarily vary for different floor levels, and they can only be calculated for standardised storey heights.

Standardisation has its attractions, but it also has its limits. There would appear to be more hope for the prospects of true fenestration in the simplification (without mathematics, please) of methods of treating each case on its merits.

Yours faithfully,

PERCY J. WALDRAM [L.]

HOLIDAY USES OF THE COUNTRYSIDE

"Sherwood,"

Middle Avenue,

Farnham, Surrey.

17-7-43

The Editor, JOURNAL R.I.B.A.

DEAR SIR,—Our Journal has been for so long confined to a kind of mechanised literature, that it was indeed refreshing to read Mr. John Dower's *Holiday Use of Countryside and Coastline* in the issue of June 1943.

Mr. Dower states we must "keep the countryside intact and unspoiled" and refers to "the undeniable fact" of the "growing destruction of its natural beauty." He does not, however, mention one of the worst agents of this destruction, *i.e.* the concrete-surfaced road, which is even more disastrous than the ugly ribbon development.

I have motored very many thousands of miles covering every county in England and nearly all in Scotland and Wales, and I can definitely say that I have never yet seen a concrete-surfaced road that was other than a terrible blot on the countryside. Note the hideousness of the Guildford By-Pass, the disfigurement of the Box Hill view by the glaring scar of the concrete road below, and many far worse than these; even such previously delightful little villages as Dittisham in Devonshire have been ruthlessly savaged by concrete roads.

Cannot our road builders be persuaded to learn from those two fine new Scotch roads running for miles along Loch Ness and through Glen Coe which, owing to being surfaced with excellent non-skidding *mobilux* tar-macadam, do not mar the landscape in the slightest. One shudders to think what would have happened if the concrete engineers had been allowed to work their will in this glorious scenery.

If, then, we wish to prevent or at least minimise the disfigurement of the countryside, the Institute and the Councils for the Preservation of Rural England and Rural Wales should insist on tar-macadam surfacing to all future arterial and other roads and the application of bitumastic blinding to all existing concrete roads.

Incidentally, and apart from scenic effect, if we except the speed-mongers (who are mainly members of the motor trade or of the motor racing fraternity), the concrete-surfaced road is anything but satisfactory to the ordinary motorist. The continuous white surface is most trying to the eyesight; the constantly repeated jolt of the ugly black expansion joints is physically irritating to one's anatomy; and, when the surface is broken, the usual type of repair with unexpected irregular patches of tar in juxtaposition with the white surround is both confusing and dangerous when driving at night. None of these nuisances exist with the ordinary tar-macadam road. And what a useful guide to locality these conspicuous concrete roads must be to the enemy aeroplane.

Yours faithfully,

E. W. G. SHORT [F.] (Retired).

Notes

A NATIONAL REGISTER OF TOWN PLANNERS

The Central (Technical and Scientific) Register, Alexandra House, Kingsway, London, W.C.2, wishes to have an up-to-date record of all Town Planners, and invites Town Planners who are not enrolled on the Register, but who possess either of the following qualifications, to apply for enrolment:

(a) Persons who have passed the final examination of the Town Planning Joint Examination Board, or an examination exempting therefrom;

(b) Persons who, although not holding the qualification in (a) have had a suitable training in the profession and have had at least five years' actual experience in a position of direct responsibility in it.

In addition, the Central (Technical and Scientific) Register asks all persons already enrolled on the Register who possess either of the above qualifications to write to the Register and give

full details of their experience in Town Planning. If they have previously given such details, it is requested that they should nevertheless write, so that their details may be brought up to date, and a complete record obtained.

ENGINEERING DRAUGHTSMEN WANTED

The Ministry of Labour and National Service point out that Engineering Draughtsmen are urgently required. It is suggested by the Architecture and Public Utility Advisory Committee of the Central (Technical and Scientific) Register after consultation with the Ministry that architects not liable for military service who are not fully employed in a professional capacity at the present time could perform valuable war service by volunteering for training for employment as Mechanical Engineering Draughtsmen in the Ministry's own Government Training Centres or with a local employer.

The Training Centres are at Birmingham, Bristol, Croydon, Glasgow, Leeds, Leicester, Liverpool, London (Edmonton and Park Royal), Manchester, Newport, Slough, Southampton, WallSEND-on-Tyne, Watford.

For further particulars and information write to:—

The Central (Technical and Scientific) Register,
Alexandra House, Kingsway, London, W.C.2.

THE INSTITUTE'S APPEAL

The following is the twenty-fourth list of donations received up to 9 March 1943 in response to the appeal issued to all members and honorary members and students on 16 December 1938.

Members who are contemplating making an increased payment of subscription, whereby the amount of the increase will be payable to the appeal fund, are reminded that if they are prepared to enter into an agreement for the payment of such increased subscription for a period of seven years or more they will be entitled to deduct income tax at the standard rate from the amount by which the subscription is increased.

Full particulars were published in the issue of the JOURNAL for 6 February 1939 and can be obtained on application to the Secretary, R.I.B.A.

DONATIONS		£	s.	d.
J. J. Beck [A.] (second donation)		1	8	0
F. M. Cashmore [F.]		3	3	0
F. A. Huntley [Ret.L.] (fifth donation)		1	1	0
F. A. Jaffray [F.] (fifth donation)		5	5	0
F. C. Levett [Late L.] (third donation)		2	11	0
I. H. Salonika [L.] (third donation)		3	3	0

INCREASED SUBSCRIPTIONS

The following member has promised to increase his annual subscription by the amount and for the number of years inserted in brackets against his name:—

D. J. Moss [F.] (5) (second period)	£1	1	0
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DONATIONS FROM R.I.B.A. ALLIED SOCIETIES		£	s.	d.
East Africa Institute of Architects (part of rebate of members' subscriptions for 1940-41 and -42)		9	14	3
Northants, Beds and Hants Association of Architects (balance of rebate 1939 and 1942)		1	15	0
Cape Provincial Institute of Architects (balance of rebate 1941)		2	7	3

Institute of South African Architects:				
Cape Provincial Institute	{ Rebate of members' subscriptions for 1942 }	125 0 0		
Natal Provincial Institute				
Transvaal Provincial Institute				
Orange Free State Provincial Institute				

The donations and increased subscriptions or contributions received and promised and bank interest up to 10 July 1943 represent a total of £7,781 14s. 5d. This amount does not include increase of subscriptions or contributions promised for which no definite period is stated.

"REBUILDING BRITAIN" EXHIBITION

The following programme has been arranged for the circulation of the Exhibition through Britain:—

Manchester: July 8—August 3.
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Exeter: October 18—November 8.
Swansea: November 20—December 11.
Cardiff (National Museum of Wales): December 20—January 17.
Southampton: January 28—February 18.
Leicester (provisional): March 3—March 24.
Sheffield: April 4—April 25.

Membership Lists

ELECTION: JULY, 1943

The following candidates for membership were elected in July 1943:—

AS FELLOWS (8)

ALLBERRY: HARRY [A. 1901], Clonskeagh, Co. Dublin.
 FAWCETT: PETER GEORGE HERBERT [A. 1921].
 HARRISON: JOHN EDWARD KENNETH [A. 1933].
 HICKEY: PATRICK [A. 1922].
 HOLLIS: HENRY CLIFFORD [A. 1910].
 McNAUGHT: ROBERT MACKISON [A. 1922].
 MARLOW: ALAN FLETCHER [A. 1931].
 WILSON-WOOD: HARRY WILSON [A. 1935], Coventry.

AS ASSOCIATES (2)

BAIRD: JAMES, Paisley.
 BRIERLEY: EDWARD WALTER, Dip. Arch., Leeds.

AS LICENTIATES (16)

BEARPARK: JOHN RONALD, Colne, Lancs.
 CROMIE: STANLEY HUDSON, Retford.
 CROSS: MAX GEORGE, Weymouth.
 DORWARD: JAMES, Leith.
 DUXBURY: JAMES, Gateshead-on-Tyne.
 JACK: JAMES DEAS, Dumfries.
 JACKSON: EDWIN, Newcastle-on-Tyne.
 JAMES: JOHN LEWIS THOMAS, Cardiff.
 KIRK: DAVID GRAY, Edinburgh.
 MURRAY: DAVID ALEXANDER, Edinburgh.
 OSMAN: PERCIVAL FREDERICK ROBERT, Southampton.
 PAGE: LT.-COL. STANLEY HATCH, C.M.G., T.D., F.S.I., Ramsgate.
 SPIERS: ERNEST NOEL, Nottingham.
 SYKES: CLARK HODGSON, Bradford.
 WEBBE: ARTHUR HAROLD FRANK.
 WHYTE: JOHN MACFARLANE, Lanark.

ELECTION: SEPTEMBER 1943

SECOND LIST

An election of candidates for membership will take place in September 1943. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Byelaws are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Saturday, 11 September, 1943.

The names following the applicant's address are those of his proposers.

AS FELLOWS (5)

ALDRED: DOUGLAS WINSTON, P.A.S.I. [A. 1932], The School of Architecture, The Polytechnic, Regent Street, W.1; 36 The Crescent, Bricket Wood, St. Albans, Herts. Joseph Addison, Darcy Braddell and A. G. MacDonald.
 ANDERSON: ALEXANDER ROBERT FORDYCE [A. 1932], Ministry of Aircraft Production, Stratton Street, W.1; 40 Greycoat Gardens, S.W.1. C. G. Soutar, Wm. Salmond and W. B. Simpson.
 BRAMWELL: JAMES STONEMAN [A. 1921], R.T.O., Civil Building Control, Ministry of Works, Nottingham; 12 Newstead Street, Sherwood, Nottingham. A. C. Townsend, T. E. Eccles and G. N. Hill.
 McMORRAN: DONALD HANKS [A. 1931], 14 North Audley Street, W.1; Grinstead's, Dorking, Surrey. E. V. Harris, G. M. Trench and Horace Farquharson.
 SIMMS: HERBERT GEORGE (R.I.B.A. Dipl. Town Planning), M.T.P.I. [A. 1923], 5 Wellington Quay, Dublin; 45 St. Mobhi Road, Glasnevin, Dublin. J. J. Robinson, Professor Patrick Abercrombie and F. G. Hicks.

AS ASSOCIATES (2)

The name of a school, or schools, after a candidate's name indicates the passing of a recognised course.

HALBRITTER: SIDNEY CONSTANTIN (Arch. Assn.), The Vicarage, Ebbw Vale, Monmouthshire. G. A. Jellicoe, A. W. Kenyon and R. F. Jordan.
 SCALLY: PATRICK JOSEPH, B.Arch.(N.U.I.) [Univ. College, Dublin], 9 Garville Avenue, Rathgar, Dublin. Applying for nomination by the Council under the provisions of Byelaw 3 (d).

AS LICENTIATES (12)

BOWKER: RICHARD ENOCH, c/o Messrs. F. P. Trepass & Son, 1 Church Street, Warwick; 111 Stratford Road, Warwick. J. B. Surman and the President and Hon. Sec. of the Birmingham and Five Counties A.A. under the provisions of Byelaw 3 (a).
 CLAYTON: HARRY, Coombe Farm, Cradley, nr. Malvern, Worcs. Clifford Bond and applying for nomination by the Council under the provisions of Byelaw 3 (d).

DUNHAM: HEDLEY THEODORE, 11 Bank Plain, Norwich; White Cottage, 5 Walton Road, Norwich. G. E. Clare, G. J. Skipper and F. H. Swindells.

ELLIS: LEONARD ERNEST, Station Parade, Exmouth, Devon; No. 14 Lawn Road, Exmouth. Capt. E. E. Kemys-Jenkin, and the President and Hon. Sec. of the Devon and Cornwall A.S. under the provisions of Byelaw 3 (a).

GILBERT: HENRY BRYAN, 53 Lee Terrace, Blackheath, S.E. W. F. Hedges and applying for nomination by the Council under the provisions of Byelaw 3 (d).

HOLDER: HERBERT WILLIAM, c/o The War Damage Commission, Bristol; 28 Russell Grove, Westbury Park, Bristol 6. L. S. Youngman, W. J. Mountain and A. G. S. Bailey.

KINNEAR: ALEXANDER STEWART, 9 Rosebery Crescent, Edinburgh 12; "Culag," 4 Craiglockhart Park, Edinburgh 11. C. E. Tweedie, T. F. MacLennan and J. R. McKay.

MULTON: LEONARD JAMES, 144 Oakham Road, Dudley, Worcs. J. K. Vinycomb, Thos. Wallis and Wallace Wood.

NEWTON-SMITH: JAMES, Architect's Department, L.C.C., County Hall, S.E.1; Stanford House, Stanford Common, Pirbright, Surrey. W. H. Hobday, F. R. Hiorns and E. G. Bax.

OSBOURNE: HARRY ARCHIBALD, c/o Hemsworth R.D.C., Surveyor's Dept., Hemsworth, near Pontefract, Yorks; 5 St. Vincent Road, Doncaster, Yorks. H. A. Hickson and applying for nomination by the Council under the provisions of Byelaw 3 (d).

ROWE: FREDERICK WALTER, 38 Foregate Street, Worcester; 7 Blanquettes Avenue, Worcester. F. H. Heppel, C. F. Martin and applying for nomination by the Council under the provisions of Byelaw 3 (d).

SCHOFIELD: HARRY, Chief Engineer's Office, War Department, North Midland District; 122 Calverton Road, Arnold, Nottingham. F. M. Palmer, A. Rome and F. Marsden.

Notices

ASSOCIATES AND THE FELLOWSHIP

Associates who are eligible and desirous of transferring to the Fellowship are reminded that if they wish to take advantage of the next available election they should send the necessary nomination forms to the Secretary R.I.B.A. as soon as possible.

THE USE OF TITLES BY MEMBERS OF THE ROYAL INSTITUTE

In view of the passing of the Architects Registration Act 1938, members whose names are on the Statutory Register are advised to make use simply of the title "Chartered Architect" after the R.I.B.A. affix. The description "Registered Architect" is no longer necessary.

MEMBERS' COLUMN

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MR. NOEL MOFFETT, B.Arch. (Liverpool), M.R.I.A.I., A.M.T.P.I. [A.], has opened an office at 5 Herbert Place, Dublin, where he will be glad to receive trade catalogues.

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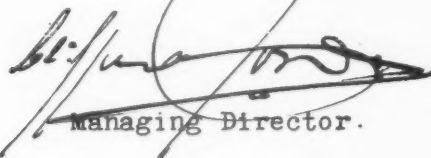
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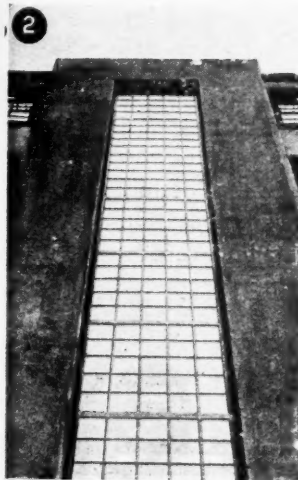


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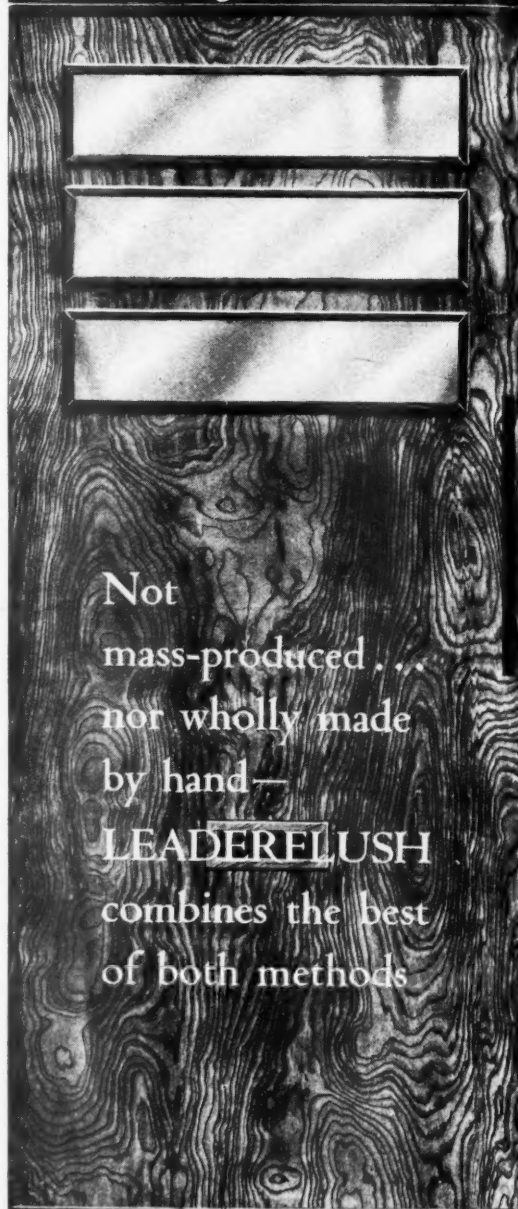
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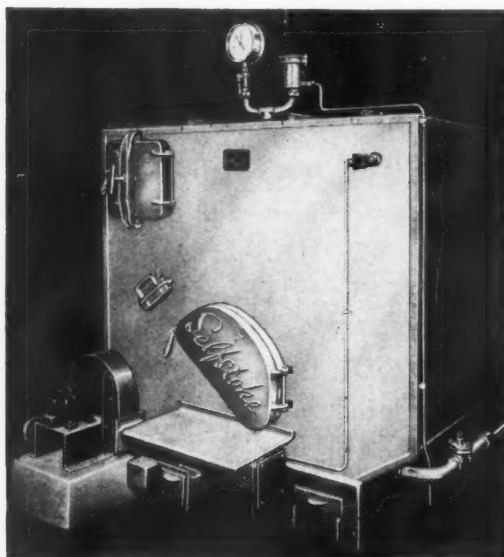
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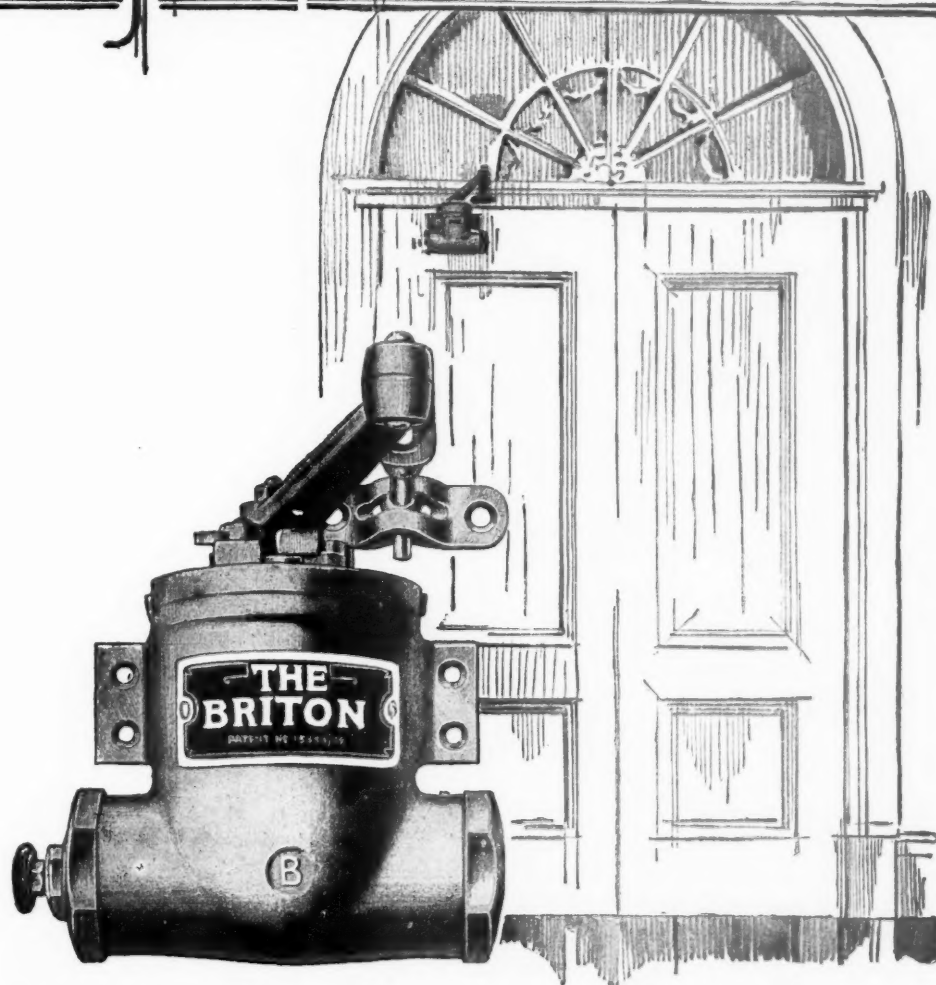
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